

**U.S. ARMY CORPS OF ENGINEERS
CIVIL WORKS PROGRAM**

**CONGRESSIONAL SUBMISSION
FISCAL YEAR 2004**

MISSISSIPPI VALLEY DIVISION

*Budgetary information will not be released
outside the Department of the Army until
3 February 2003*

Justification of Estimate for Civil Functions Activities
Department of the Army, Fiscal Year 2004

MISSISSIPPI VALLEY DIVISION
Corps of Engineers

Table of Contents

	Page No.
Summary	1
General Investigations	
Surveys	
Alexander and Pulaski Counties, Illinois.....	17
Amite River and Tributaries, Bayou Manchac, Louisiana	9
Amite River and Tributaries Ecosystem Restoration, Louisiana.....	22
Atchafalaya River, Bayous Chene, Boeuf and Black, Louisiana.....	4
Baraboo River, Wisconsin	28
Calcasieu Lock, Louisiana.....	5
Calcasieu River Basin, Louisiana	10
Des Moines and Raccoon Rivers, Iowa.....	7
Fort Dodge, Iowa	21
Gulf Intracoastal Waterway Ecosystem Restoration, Louisiana.....	23
Hurricane Protection, Louisiana	11
Illinois River Basin Restoration, Illinois.....	18
Illinois River Ecosystem Restoration, Illinois	19
Louisiana Coastal Area - Ecosystem Restoration, Louisiana	24
Lower Des Moines River, Iowa and Missouri	8
Minnehaha Creek Watershed, Minnesota (Upper Mississippi River, Watershed Management, Lake Itasca to Lock and Dam 2, Minnesota)	25
Pearl River Watershed, Mississippi	16
Plaquemines Parish Urban Flood Control, Louisiana.....	12
Port of Iberia, Louisiana.....	6
Red River of the North Basin, Minnesota, North Dakota, South Dakota, and Manitoba, Canada	27
Rock River, Illinois and Wisconsin.....	20
South Washington County Watershed, Minnesota (Upper Mississippi River, Watershed Management, Lake Itasca to Lock and Dam 2, Minnesota) ..	26
St. Bernard Parish Urban Flood Control, Louisiana	13
St. Charles Parish Urban Flood Control, Louisiana.....	14
St. John the Baptist Parish, Louisiana.....	15
St. Louis Riverfront, Missouri and Illinois.....	31
Upper Mississippi and Illinois River Navigation Study, Illinois, Iowa, Minnesota, Missouri, and Wisconsin	2
Upper Mississippi River Comprehensive Plan, Illinois, Iowa, Minnesota, Missouri, and Wisconsin	30
White River Basin Comprehensive, Arkansas and Missouri	29

Preconstruction Engineering and Design

Bayou Sorrel Lock, Louisiana	33
Chesterfield, Missouri	36
Davenport, Iowa.....	34
Lafayette Parish, Louisiana	35
Peoria Riverfront Development, Illinois	32

Justification of Estimate for Civil Functions Activities
Department of the Army, Fiscal Year 2004

MISSISSIPPI VALLEY DIVISION
Corps of Engineers

Table of Contents

	Page No.
Construction, General	
Chain of Rocks Canal, Mississippi River, Illinois (Deficiency Correction)	37
Comite River Diversion Channel, Louisiana	112
Crookston, Minnesota	159
East St. Louis, Illinois	101
Grand Forks, North Dakota - East Grand Forks, Minnesota	175
Inner Harbor Navigation Canal Lock, Louisiana	67
J. Bennett Johnston Waterway Mississippi River to Shreveport, Louisiana	74
Lake Pontchartrain and Vicinity, Louisiana (Hurricane Protection)	118
Larose to Golden Meadow, Louisiana (Hurricane Protection)	128
Lock and Dam 11, Mississippi River, Iowa (Major Rehabilitation)	204
Lock and Dam 24, Mississippi River, Illinois and Missouri (Major Rehabilitation)	200
Lock and Dam 3, Mississippi River, Minnesota (Major Rehabilitation)	209
Loves Park, Illinois	107
Melvin Price Lock and Dam, Illinois and Missouri	61
Meramec River Basin, Valley Park Levee, Missouri	164
Mississippi River Between the Ohio and the Missouri Rivers (Regulating Works), Missouri and Illinois	54
Mississippi River Ship Channel, Gulf to Baton Rouge, Louisiana	42
New Orleans to Venice, Louisiana (Hurricane Protection)	134
Sheyenne River, North Dakota	181
Southeast Louisiana, Louisiana	142
Ste. Genevieve, Missouri	169
Upper Mississippi River System Environmental Management Program, Illinois, Iowa, Minnesota, Missouri and Wisconsin	190
West Bank Vicinity of New Orleans, Louisiana	151
Operation and Maintenance	213
Locks and Dams 3, 5A, 6, 7, 8, and 9, Mississippi River, Minnesota, Wisconsin and Iowa (Major Rehabilitation)	236

Justification of Estimate for Civil Functions Activities
Department of the Army, Fiscal Year 2004

MISSISSIPPI RIVER COMMISSION
Corps of Engineers

Table of Contents

	Page No.
FLOOD CONTROL, MISSISSIPPI RIVER AND TRIBUTARIES	
Summary	240
Surveys	
Alexandria, Louisiana, to the Gulf of Mexico	241
Coldwater River Basin below Arkabutla Lake, Mississippi	247
Collection and Study of Basic Data	248
Donaldsonville, Louisiana, to the Gulf of Mexico	242
Fletcher Creek, Tennessee	243
Germantown, Tennessee	244
Millington and Vicinity, Tennessee	245
Spring Bayou, Louisiana	246
Preconstruction Engineering and Design	
Morganza, Louisiana, to the Gulf of Mexico	249
Construction	250
Mississippi River Levees, Arkansas, Illinois, Kentucky, Louisiana, Mississippi, Missouri and Tennessee	251
Channel Improvement, Arkansas, Illinois, Kentucky, Louisiana, Mississippi, Missouri and Tennessee	263
Atchafalaya Basin, Louisiana	277
Atchafalaya Basin Floodway System, Louisiana	286
Francis Bland Floodway Ditch, Arkansas	294
Helena and Vicinity, Arkansas	299
Mississippi Delta Region, Louisiana	311
Nonconnah Creek, Tennessee and Mississippi	341
St. Francis Basin, Arkansas and Missouri	303
Yazoo Basin, Mississippi	318
Maintenance	348

Justification of Estimates for Civil Works Activities
Department of the Army, Corps of Engineers
Fiscal Year 2004

SUMMARY MISSISSIPPI VALLEY DIVISION

	<u>FY 2003 Allocation</u>	<u>FY 2004 Request</u>	<u>Increase or Decrease</u>
General Investigations	TBD	\$12,800,000	TBD
Survey	TBD	10,250,000	TBD
Preconstruction Engineering and Design	TBD	2,550,000	TBD
Construction, General	TBD	\$169,346,000 <u>1/</u>	TBD
Operation and Maintenance, General	TBD	\$368,525,000	TBD
Project Operation	TBD	155,511,000	TBD
Project Maintenance	TBD	213,014,000	TBD
GRAND TOTAL, MISSISSIPPI VALLEY DIVISION	TBD	\$550,671,000	TBD

1/ Includes \$10,956,000 allocated from the Inland Waterways Trust Fund.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2004

Mississippi Valley Division

Study	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional to Complete After FY 2004 \$
-------	--	---	-----------------------------	--	--

1. SURVEYS – NEW: None.

2. SURVEYS – CONTINUING:

a. Navigation Studies: The amount of \$3,616,000 is requested to continue four feasibility studies in Fiscal Year 2004.

ILLINOIS

Upper Mississippi and Illinois Navigation Study, IL, IA, MN, MO, & WI Rock Island District	72,654,000	63,628,000	TBD	3,216,000	TBD
--	------------	------------	-----	-----------	-----

The Upper Mississippi and Illinois Waterway System Navigation Study addresses potential commercial navigation improvements on the Upper Mississippi River and the Illinois Waterway. The study is collaborative, with a high degree of interagency and public participation. After a pause for restructuring, the study was resumed in August 2001. The restructured study focuses on environmentally sustainable commercial navigation as well as aquatic ecosystem restoration. The restructured study also includes an adaptive management approach to implementing potential improvements. The National Research Council recommended several major changes in the economic and environmental analyses in February 2001. The Chief of Engineers paused the study in March 2001 to consider the recommendations of the National Research Council and to solicit advice from other Federal agencies. The Chief of Engineers invited Washington-level representatives from a number of Federal agencies, including the Environmental Protection Agency, the Department of Interior, the Department of Agriculture and Maritime Administration, to provide a broader Federal perspective on the needs of the river system and to advise the Corps on how to proceed in response to the National Research Council recommendations. An interim report, dated July 2002 and providing a proposed blueprint for study completion, currently is under review.

The economic analysis is being prepared using an existing economic model called the tow-cost model. Because the benefit estimates generated by this model do not account properly for demand elasticities in this region, a sensitivity analysis will be performed using the study's original spatial model with adjustments to better address demand elasticity. This should provide an understanding of the impacts of incorporating spatial concepts into the analysis. Only those ecosystem restoration and commercial navigation measures that are justified under a wide range of microeconomic assumptions can be considered for implementation at this time. Any recommendations will include an adaptive management component that will allow investment decisions to be reevaluated in the future as new models are developed, tested, and accepted and as better information becomes available on any growth in demand for waterway transportation.

A Navigation Economic Technologies research unit has been initiated in the Corps Research and Development Program in 2003. This research unit has a specific focus on economic methods and tools for navigation evaluation and decision making. One of the unit's tasks is to develop and field test a new spatial equilibrium model that fully incorporates demand elasticity . The study team for the Navigation Study is working with the research unit to participate in the development of this new spatial model and to ensure the collection of price elasticity information to assist in the sensitivity analysis.

Fiscal Year 2003 funds are being used to analyze potential ecosystem restoration and commercial navigation measures. Fiscal Year 2004 funds will be used to obtain Federal and State agency, stakeholder, and general public review on such measures and to continue to refine the analyses.

The reconnaissance phase was completed in March 1993. The feasibility study completion date is to be determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2004

Mississippi Valley Division

Study	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional to Complete After FY 2004 \$
LOUISIANA					
Atchafalaya River and Bayous Chene, Boeuf and Black, LA New Orleans District	2,397,000	365,000	TBD	150,000	TBD

The Atchafalaya River and Bayous Chene, Boeuf, and Black are located in Assumption, Iberville, and St. Mary Parishes in south-central Louisiana in the vicinity of Morgan City, Louisiana. The existing Atchafalaya River and Bayous Chene, Boeuf, and Black, Louisiana, navigation project provides a 20- by 400- foot access channel between the Gulf of Mexico and oil and gas rig fabrication yards and offshore oil and gas service facilities located west of Morgan City and incidentally to facilities located on the Atchafalaya River in the Morgan City-Berwick area. The existing channel has a problem with fluff, a flocculant clay material that flows into the Atchafalaya Bar Channel immediately after maintenance dredging. Local interests request that the existing channel be enlarged to a project depth of 35 feet, including allowances for the effects of fluff. The study is addressing the feasibility of providing deeper access channels to facilities along the Atchafalaya River and Bayous Chene, Boeuf, and Black. The study purpose is commercial navigation, which is in accord with Administration policy. The local sponsor is the Morgan City Harbor and Terminal District. The feasibility cost sharing agreement was signed on 6 May 2002.

Fiscal Year 2003 funds are being used to continue the feasibility phase of the study. Funds requested for Fiscal Year 2004 will be used to continue the feasibility phase of the study. The estimated cost of the feasibility phase is \$4,400,000, which is being shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$4,597,000
Reconnaissance Phase (Federal)	197,000
Feasibility Phase (Federal)	2,200,000
Feasibility Phase (Non-Federal)	2,200,000

The reconnaissance phase was completed in May 2002. The feasibility study completion date is being determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2004

Mississippi Valley Division

Study	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional to Complete After FY 2004 \$
Calcasieu Lock, LA New Orleans District	3,190,000	1,156,000	TBD	100,000	TBD

Calcasieu Lock is a feature of the Gulf Intracoastal Waterway between Apalachee Bay, Florida, and the Mexican Border (Gulf Intracoastal Waterway) Project. The lock is located east of the Calcasieu River, approximately 10 miles south of Lake Charles, Louisiana, in Calcasieu Parish. The lock prevents saltwater intrusion from the Gulf of Mexico via the Calcasieu River into the Mermentau River Basin, a major rice producing area. Calcasieu Lock, which was completed in 1950, has dimensions of 13 by 75 by 1,206 feet and is structurally sound. It is becoming congested due to increasing traffic. Studies of the Gulf Intracoastal Waterway system conducted in 1992 determined that there is an immediate need for capacity increases at Bayou Sorrel and Calcasieu Locks. Feasibility studies of Bayou Sorrel Lock are underway in the Intracoastal Waterway Locks, Louisiana, study. Movements through Calcasieu Lock totaled 39.3 million tons in 2002; delays at the lock averaged 2.2 hours per tow and are projected to increase.

Fiscal Year 2003 funds are being used to continue the feasibility phase of the study.

Funds requested for Fiscal Year 2004 will be used to continue the feasibility phase of the study. The estimated cost of the feasibility phase is \$3,100,000. Calcasieu Lock is a feature of the Gulf Intracoastal Waterway, which is listed in Section 206 of Public Law 95-502 as an inland waterway; therefore, the feasibility study is at full Federal expense.

The feasibility study completion date is being determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2004

Mississippi Valley Division

Study	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional to Complete After FY 2004 \$
Port of Iberia, LA New Orleans District	2,365,000	172,000	TBD	150,000	TBD

The Port of Iberia is located at the inland terminus of the Commercial Canal in Iberia Parish in south-central Louisiana. There are a number of oil and gas rig fabrication yards and offshore oil and gas supply facilities located in the Port of Iberia. The Commercial Canal is 12 feet deep and 150 feet wide and extends from the Port of Iberia near New Iberia, Louisiana, to the Gulf Intracoastal Waterway. Vessel traffic can then cross Vermilion Bay via the 9- by 150-foot Acadiana Navigation Channel through Southwest Pass to the Gulf of Mexico, or follow the Gulf Intracoastal Waterway, which is 12 feet deep and 125 feet wide, and Freshwater Bayou and the 84-foot wide Freshwater Bayou Lock to access the gulf. Oversize loads, such as offshore rig components must move to the gulf via the Freshwater Lock By-Pass, a 125 foot wide lock structure constructed by local interests in 1985, which is operated by alternatively floating and sinking barges. A single operation of the by-pass can cost over \$300,000. Vessels with drafts less than 9 feet cross the Vermilion Bay to the gulf, which reduces the transportation cost significantly relative to the alternate route via the Gulf Intracoastal Waterway. The study is addressing the feasibility of providing a deeper and wider access channel to the Port of Iberia through enlargement of the existing access channels. In Fiscal Year 2001, \$20,000 of O&M, General, Section 216, Review of Completed Projects, funds were made available to initiate the reconnaissance study. The Port of Iberia is the cost-sharing sponsor for the feasibility phase. The feasibility cost sharing agreement was signed on 4 September 2002.

Fiscal Year 2003 funds are being used to continue the feasibility phase of the study. Funds requested for Fiscal Year 2004 will be used to continue the feasibility phase of the study. The estimated cost of the feasibility phase is \$4,450,000 which is being shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of cost sharing is as follows:

Total Estimated Study Cost	\$4,590,000
Reconnaissance Phase (Federal)	140,000
Feasibility Phase (Federal)	2,225,000
Feasibility Phase (Non-Federal)	2,225,000

The reconnaissance phase was completed in September 2002. The feasibility study completion date is being determined.

Total - Navigation Studies	80,606,000	65,321,000	TBD	3,616,000	TBD
----------------------------	------------	------------	-----	-----------	-----

APPROPRIATION TITLE: General Investigations, Fiscal Year 2004

Mississippi Valley Division

Study	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional to Complete After FY 2004 \$
b. Flood Damage Prevention Studies: The amount of \$1,665,000 is requested to continue ten feasibility studies in Fiscal Year 2004.					
IOWA					
Des Moines and Raccoon Rivers, IA Rock Island District	1,730,000	1,123,000	TBD	565,000	TBD

The City of Des Moines, located in Polk County, Iowa, has several rivers and waterways that traverse the urban and fringe areas including the Des Moines River, Raccoon River, and numerous small tributaries. These areas continually sustain flood damages. During the 1993 flood, Polk County suffered more than \$152,000,000 in flood damages. In addition, the county was without water and sewer for approximately a week causing the closure of most of the businesses and industry in the county. More than 3,000 properties were inundated. The City of Des Moines has had a long-standing cooperative relationship with the Corps of Engineers culminating with the recent completion of the Valley Gardens levee system and near completion of the Walnut Creek/Raccoon River levee system. However, evaluation of the city's entire flood damage prevention system identified a number of areas deemed to be deficient. Continuing flooding and bank erosion on the Des Moines River and Raccoon River have produced strong local support for additions to, or modifications of, the flood damage prevention and water resources projects within the City of Des Moines. The feasibility study will develop and evaluate alternative plans and recommend a plan to address the identified problems and opportunities. The Feasibility Cost Sharing Agreement was executed with the City of Des Moines in September 1999.

Fiscal Year 2003 funds are being used to continue the feasibility phase of the study. Funds requested for Fiscal Year 2004 will be used to continue the feasibility phase of the study. The estimated cost of the feasibility phase is \$3,260,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$3,360,000
Reconnaissance Phase (Federal)	100,000
Feasibility Phase (Federal)	1,630,000
Feasibility Phase (Non-Federal)	1,630,000

The reconnaissance phase was completed in September 1999. The feasibility study completion date is being determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2004

Mississippi Valley Division

Study	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional to Complete After FY 2004 \$
Lower Des Moines River, IA & MO Rock Island District	985,000	51,000	TBD	50,000	TBD

The Lower Des Moines River study area is the reach of the river from Saylorville Reservoir to its confluence with the Mississippi River at Keokuk, Iowa. This approximately 300 miles of river lies adjacent to or flows through ten counties in Iowa and one county in Missouri. The Lower Des Moines River has had a long history of flooding problems. In part, these problems led to the construction of Saylorville and Red Rock Reservoirs in the 1960's and 1970's. The Des Moines River basin is one of the most intensively used watersheds in the nation. Farming practices, land use changes and urban flood plain use is impacting the Lower Des Moines River and its flood plain. Impacts include increased erosion, sedimentation, and flooding, and degraded water quality and aquatic and terrestrial habitats. Bank erosion and channel migration throughout the Lower Des Moines River valley is resulting in the significant loss of farmland, multiple threats to public infrastructure, economic hardship and environmental impacts. The potential non-Federal sponsor, Southern Iowa Development and Conservation Authority, has expressed interest in cost sharing the feasibility phase of the study. The study and its anticipated outputs of environmental restoration, flood damage reduction, water quality, erosion reduction, and recreation are in accord with Administration policy.

Fiscal Year 2003 funds are being used to continue the reconnaissance phase at full Federal expense. Funds requested for Fiscal Year 2004 will be used to continue into the feasibility phase. The preliminary estimated cost of the feasibility phase is \$1,770,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$1,870,000
Reconnaissance Phase (Federal)	100,000
Feasibility Phase (Federal)	885,000
Feasibility Phase (Non-Federal)	885,000

The reconnaissance phase completion date is being determined. The feasibility study completion date is being determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2004

Mississippi Valley Division

Study	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional to Complete After FY 2004 \$
LOUISIANA					
Amite River and Tributaries, Bayou Manchac, LA New Orleans District	2,025,000	83,000	TBD	100,000	TBD

The study area is located in southeastern Louisiana and includes Iberville, East Baton Rouge, and Ascension Parishes. The three parishes were included in the Amite River and Tributaries reconnaissance report completed in November 1984. The study is investigating methods to provide flood damage reduction and ecosystem restoration benefits for the Bayou Manchac/Spanish Lake watershed. Flood control improvements are needed to reduce flood damages to residential and commercial development, which is consistent with Administration policy. The Corps and the Pontchartrain Levee District, the non-Federal sponsor, entered into a feasibility cost sharing agreement on November 29, 2001.

Fiscal Year 2003 funds are being used to continue the feasibility phase of the study. Funds requested for Fiscal Year 2004 will be used to continue the feasibility phase of the study. The estimated cost of the feasibility phase is \$4,000,000, which is being shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$4,025,000
Reconnaissance Phase (Federal)	25,000
Feasibility Phase (Federal)	2,000,000
Feasibility Phase (Non-Federal)	2,000,000

The reconnaissance phase was completed in November 2001. The feasibility study completion date is being determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2004

Mississippi Valley Division

Study	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional to Complete After FY 2004 \$
Calcasieu River Basin, LA New Orleans District	2,660,000	160,000	TBD	50,000	TBD

The study area is located in southwestern Louisiana and includes Vernon, Rapides, Beauregard, Allen, Calcasieu, Jefferson Davis, and Cameron Parishes. Development in the study area is subject to repetitive flooding particularly in the Lake Charles area in the southern portion of the Calcasieu Basin. Headwater flooding and backwater flooding from the Calcasieu River is a major problem in the Lake Charles area and in the Bayou Choupique area west of Sulphur, Louisiana. Fish and wildlife habitat has been lost to development in the upper basin and to erosion, subsidence, saltwater intrusion, and development in the estuarine areas of the lower basin. The study will address the feasibility of measures to reduce flooding and restore fish and wildlife habitat in the study area. Negotiations for the cost sharing agreement continue with the non-Federal sponsors, Louisiana Department of Transportation and Development, City of Lake Charles, and Calcasieu Parish Jury. The anticipated outputs of flood damage prevention and environmental restoration are in accord with Administration policy.

Fiscal Year 2003 funds are being used to complete the reconnaissance phase and continue into the feasibility phase of the study. Funds requested for Fiscal Year 2004 will be used to continue the feasibility phase of the study. The preliminary estimated cost of the feasibility phase is \$5,000,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of the study cost sharing is as follows:

Total Estimated Study Cost	\$5,160,000
Reconnaissance Phase (Federal)	160,000
Feasibility Phase (Federal)	2,500,000
Feasibility Phase (Non-Federal)	2,500,000

The reconnaissance phase completion date is being determined. The feasibility study completion date is being determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2004

Mississippi Valley Division

Study	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional to Complete After FY 2004 \$
Hurricane Protection, LA New Orleans District	4,500,000	290,000	TBD	100,000	TBD

The study encompasses a multi-parish area in southeastern Louisiana. Hurricanes pose a significant threat to highly populated and industrial areas in this part of the state. The study will review the currently authorized hurricane protection projects and determine if modifications are required to provide a higher level of protection. State and local governments have expressed concern that the current hurricane protection measures do not provide protection for category 4 or 5 storms. The current projects provide protection for the equivalent of a fast-moving category 3 storm or less. If a stronger storm impacts the coastal area, extreme damages and loss of life can be anticipated. Areas to be studied will include raising the current levee systems, construction of barriers that may prevent storm surge from reaching the protected areas, restoring/maintaining barrier islands, maintaining shorelines and land bridges to prevent storm surges from moving inland, and wetlands construction and restoration that could lower storm surge elevations. The economic damage and loss of life caused by a category 4 or 5 storm would be extreme and justifies proceeding with the study in the budget year. The study and its outputs are in accord with Administrative policy. The State of Louisiana supports the study and is expected to cost share in the feasibility study.

Fiscal Year 2003 funds are being used to complete the reconnaissance phase of the study. If the reconnaissance report is certified to be in accord with policy, funds requested for Fiscal Year 2004 will be used to continue into the feasibility phase of the study. The preliminary estimated cost of the feasibility phase is \$8,000,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$8,500,000
Reconnaissance Phase (Federal)	500,000
Feasibility Phase (Federal)	4,000,000
Feasibility Phase (Non-Federal)	4,000,000

The reconnaissance phase completion date is being determined. The feasibility study completion date is being determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2004

Mississippi Valley Division

Study	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional to Complete After FY 2004 \$
Plaquemines Parish Urban Flood Control, LA New Orleans District	1,561,000	285,000	TBD	100,000	TBD

Plaquemines Parish is located along both banks of the Mississippi River from New Orleans, Louisiana, to the river's mouth, a distance of about 80 miles. The July 1999 population of the parish was about 25,700. All of the development in the parish is located along the alluvial ridges of the Mississippi River and is protected from river flooding by the Mississippi River Levees feature of the Mississippi River and Tributaries Project. The rapidly growing New Orleans suburb of Belle Chasse and the Alvin Callender Naval Air Station are located in the northern end of the parish contiguous to New Orleans. Other communities include Braithwaite and Pointe a la Hache on the east bank of the river and Buras, Port Sulphur and Venice on the west bank. The Westwego to Harvey Canal Hurricane Protection Project, which is under construction, will provide hurricane protection to the Belle Chasse area and the Alvin Callender Naval Air Station. The New Orleans to Venice Hurricane Protection Project, which is nearing completion, provides hurricane protection to the more developed areas in the southern reaches of the parish. Flooding in developed areas in the parish, particularly the rapidly developing Belle Chasse area, is increasing. Flood control improvements are needed to reduce flood damages to residential development, which is consistent with Administration policy. Plaquemines Parish Government is the cost-sharing sponsor. The feasibility cost sharing agreement was signed on 8 November 2001.

Fiscal Year 2003 funds are being used to continue the feasibility phase of the study. Funds requested for Fiscal Year 2004 will be used to continue the feasibility phase of the study. The estimated cost of the feasibility phase is \$2,946,000, which is being shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost-sharing is as follows:

Total Estimated Study Cost	\$3,034,000
Reconnaissance Phase (Federal)	88,000
Feasibility Phase (Federal)	1,473,000
Feasibility Phase (Non-Federal)	1,473,000

The reconnaissance phase was completed in November 2001. The feasibility study completion date is being determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2004

Mississippi Valley Division

Study	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional to Complete After FY 2004 \$
St. Bernard Parish Urban Flood Control, LA New Orleans District	1,703,000	685,000	TBD	100,000	TBD

St. Bernard Parish is located on the east bank of the Mississippi River south of, and contiguous to, the City of New Orleans, Louisiana. The July 1998 Census Bureau estimated population of the parish was approximately 66,100. The area is protected from Mississippi River and hurricane flooding by a levee loop called the Chalmette area loop that is formed by the west bank river levee and the Chalmette area feature of the Lake Pontchartrain, Louisiana, and Vicinity Hurricane Protection project. Most of the parish's population lives within a smaller, internal levee loop adjacent to the Mississippi River formed by the river levee and local levee. Major floods caused by heavy rainfall have occurred in 1978, 1980, 1982, 1983, and 1995. Damages during the 1978 flood were approximately \$22,000,000 and St. Bernard Parish was declared a disaster area. Estimated damages for the 1983 flood were \$2,500,000 to 400 homes, and for the 1995 flood, \$5,700,000 to about 700 homes. Flood control improvements are needed to reduce repetitive damages to residential development, which is consistent with Administration policy. The St. Bernard Parish Government and the Lake Borgne Levee District are the cost-sharing sponsors for the feasibility phase. The feasibility cost sharing agreement was signed on 23 February 2001.

Fiscal Year 2003 funds are being used to continue the feasibility phase of the study. Funds requested for Fiscal Year 2004 will be used to continue the feasibility phase of the study. The estimated cost of the feasibility phase is \$3,200,000 which is being shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost-sharing is as follows:

Total Estimated Study Cost	\$3,303,000
Reconnaissance Phase (Federal)	103,000
Feasibility Phase (Federal)	1,600,000
Feasibility Phase (Non-Federal)	1,600,000

The reconnaissance phase was completed in February 2001. The feasibility study completion date is being determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2004

Mississippi Valley Division

Study	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional to Complete After FY 2004 \$
St. Charles Parish Urban Flood Control, LA New Orleans District	2,250,000	150,000	TBD	100,000	TBD

St. Charles Parish is located on the east and west banks of the Mississippi River west of, but not contiguous to the City of New Orleans, Louisiana. The July 1998 Census Bureau estimated population of the parish was approximately 48,300. The east bank area is protected from flooding from Mississippi River and hurricane flooding by a levee loop formed by the Mississippi River east bank levee and the under-construction St. Charles Parish feature of the Lake Pontchartrain, Louisiana, and Vicinity Hurricane Protection project. The west bank area is protected by the Mississippi River west bank levee and, to some extent, by local (non-Federal) hurricane protection levees. Major floods caused by heavy rainfall have occurred in 1978, 1980, 1982, 1983, and 1995. For the 1995 flood, damages totaled \$66,800,000 to about 2,300 homes. Flood control improvements are needed to reduce repetitive damages to residential development, which is consistent with Administration policy. By letter of August 12, 2002, the St. Charles Parish Council stated its intent to act as the cost sharing sponsor for the feasibility phase.

Fiscal Year 2003 funds are being used to complete the reconnaissance phase, and if the report is certified to be in accord with policy, continue into the feasibility phase. Funds requested for Fiscal Year 2004 will be used to continue the feasibility phase of the study. The preliminary estimated cost of the feasibility phase is \$4,200,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$4,350,000
Reconnaissance Phase (Federal)	150,000
Feasibility Phase (Federal)	2,100,000
Feasibility Phase (Non-Federal)	2,100,000

The reconnaissance phase completion date is being determined. The feasibility study completion date is being determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2004

Mississippi Valley Division

Study	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional to Complete After FY 2004 \$
St. John the Baptist Parish, LA New Orleans District	1,600,000	73,000	TBD	100,000	TBD

St. John the Baptist Parish is located along both banks of the Mississippi River about 20 miles west of New Orleans, Louisiana. The July 1999 population of the parish was about 42,000. All of the development in the parish is located along the alluvial ridges of the Mississippi River and is protected from river flooding by the Mississippi River Levees feature of the Mississippi River and Tributaries Project. Hurricane protection and rainfall flooding problems for the west bank of the parish are being addressed in the ongoing Donaldsonville to the Gulf study. Hurricane protection for the east bank area is being addressed in the ongoing Lake Pontchartrain, West Shore study. Residual flooding from rainfall is another problem in the area. Rainfall runoff on the east bank, particularly in the Laplace area, is increasing due to rapid development. Significant rainfall flooding occurred in the east bank of the parish in 1983 and 1995. The potential non-Federal sponsor, the St. John the Baptist Parish Police Jury, has requested a Federal project to address rainfall flooding problems in the study area. The primary purpose of the study is flood damage prevention, which is consistent with Administration policy.

Fiscal Year 2003 funds are being used to complete the reconnaissance phase and continue into the feasibility phase if the reconnaissance report is certified to be in accord with policy. Funds requested for Fiscal Year 2004 will be used to continue the feasibility phase of the study. The preliminary estimated cost of the feasibility phase is \$3,000,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$3,100,000
Reconnaissance Phase (Federal)	100,000
Feasibility Phase (Federal)	1,500,000
Feasibility Phase (Non-Federal)	1,500,000

The reconnaissance phase completion date is being determined. The feasibility study completion date is being determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2004

Mississippi Valley Division

Study	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional to Complete After FY 2004 \$
MISSISSIPPI					
Pearl River Watershed, MS Vicksburg District	4,467,000	1,967,000	TBD	400,000	TBD

Jackson, Mississippi, is the state capitol and a primary regional economic center which has major flood problems attributable to the Pearl River. Annual flood damages are approximately \$12,000,000. The flood of record occurred in April 1979 causing an estimated \$300,000,000 in damages. The Pearl River Basin Watershed, Mississippi, feasibility phase was suspended in 1998 due to the sponsor's inability to secure their cost share for the project design and construction. The recommended plan documented in a draft January 1996 report was a comprehensive levee system to provide protection from a flood event of 1979's magnitude. Local interests have now proposed a plan utilizing lakes along the Pearl River south of the Ross Barnett Reservoir as an alternative to the comprehensive levee plan. The lakes would extend from the Ross Barnett Reservoir outlet downstream along the Pearl River to approximately 1 mile southwest of Interstate 20. In order to create the lakes and adjoining flood-free land for commercial development, the plan proposes performing cut and fill operations on the Pearl River. A preliminary evaluation of the plan indicated that the plan could reduce Pearl River flooding in the Jackson area as would the levee plan. The lakes plan has garnered some local support from community and business leaders due to its commercial development aspects. Meetings were held in September 2001 with potential sponsors, the Pearl River Basin Development District and Rankin-Hinds Pearl River Flood and Drainage Control District, to discuss resumption of flood control studies in Jackson directed toward developing a compromise plan incorporating aspects of both the levee and lakes plans. Such a plan could potentially provide a high degree of flood protection, be economically feasible and environmentally sustainable, and be supported locally. The study is in accordance with Administration policy. The schedule for execution of a feasibility cost sharing agreement necessary to resume feasibility studies is being determined.

Fiscal Year 2003 funds are being used to finalize and negotiate the Project Management Plan and feasibility cost-sharing agreement to resume cost-shared feasibility studies. Funds requested for Fiscal Year 2004 will be used to continue the feasibility phase of the study. The preliminary estimated cost of the feasibility phase is \$8,074,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$8,504,000
Reconnaissance Phase (Federal)	430,000
Feasibility Phase (Federal)	4,037,000
Feasibility Phase (Non-Federal)	4,037,000

The reconnaissance phase was completed in September 1991. The feasibility study completion date is being determined.

Total - Flood Damage Prevention Studies	23,481,000	4,867,000	TBD	1,665,000	TBD
---	------------	-----------	-----	-----------	-----

APPROPRIATION TITLE: General Investigations, Fiscal Year 2004

Mississippi Valley Division

Study	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional to Complete After FY 2004 \$
c. Shoreline Protection Studies: None.					
d. Special Studies: None.					
e. Ecosystem Restoration Studies: The amount of \$4,024,000 is requested to continue twelve feasibility studies in Fiscal Year 2004.					

ILLINOIS

Alexander and Pulaski Counties, IL St. Louis District	1,864,000	1,639,000	TBD	103,000	TBD
--	-----------	-----------	-----	---------	-----

The study area, approximately 740 square miles, is located in portions of the southernmost Illinois counties of Alexander, Pulaski, Union, Johnson, Massac, and Pope. For reasons of marginal flood control benefits, changing land use, the recognized environmental uniqueness of the area and changing Corps wetlands restoration policy, the investigation has shifted from its original focus on flood control to its present purpose of habitat restoration. Factors contributing to the area's uniqueness include: trees over 1,000 years old; the presence of both a state refuge (9,000-acre Cache River State Natural Area) and a national refuge (35,000-acre Cypress Creek National Wildlife Refuge); exceptionally large trees including two national records and twelve state champions; numerous endangered species; and two national natural landmarks (Lower Cache River Swamp and Heron Pond-Little Black Slough). The study area is one of six areas in the United States where four or more physiographic regions overlap. Of these, the Cache River is considered by many experts to be the most diverse. Serious habitat degradation has occurred along the Cache River, at least partly caused by prior Corps projects, including the Cache River Levee and the Cache River Diversion projects. Sedimentation from tributary streams is choking Lower Cache River Swamp, and riverbed entrenchment threatens to drain Heron Pond-Little Black Slough. The U.S. Fish and Wildlife Service, Illinois Department of Natural Resources, The Nature Conservancy, and Ducks Unlimited have turned to the Corps of Engineers for environmental engineering solutions to these problems. If environmental engineering solutions are not undertaken, this unique wetland area will be lost within decades. The local sponsor, Illinois Department of Natural Resources, signed the feasibility cost sharing agreement on 2 November 1994. In November 2001, Illinois Department of Natural Resources requested additional surveys for the recommended project plan. This added work and the resulting determination of large flowage easement requirements have delayed completion of the feasibility phase. The study is in accord with Administration policy.

Fiscal Year 2003 funds are being used to continue the feasibility phase of the study. Funds requested for Fiscal Year 2004 will be used to continue the feasibility phase of the study. The preliminary estimated cost of the feasibility phase is \$2,624,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$3,176,000
Reconnaissance Phase (Federal)	552,000
Feasibility Phase (Federal)	1,312,000
Feasibility Phase (Non-Federal)	1,312,000

The reconnaissance phase was completed in November 1994. The feasibility study completion date is being determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2004

Mississippi Valley Division

Study	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional to Complete After FY 2004 \$
Illinois River Basin Restoration, IL Rock Island District	6,162,000	1,074,000	TBD	504,000	TBD

The Illinois River Basin Restoration study encompasses the entire Illinois River watershed within the state of Illinois. The purpose of the Illinois River Restoration study includes the development of a comprehensive plan for the Illinois River watershed, evaluation of critical restoration projects, and initiation of long-term resource monitoring. The plan will address habitat, water quality, navigation, and economic opportunities. Components would include sediment transport; removal and disposal measures; fish and wildlife conservation and rehabilitation measures; land and water resources enhancement; long-term resource monitoring; and a computerized inventory and analysis. Critical restoration projects and resource monitoring measures may be recommended for implementation concurrently with the preparation of the comprehensive plan. These projects will be selected based on continued assessment of restoration needs as determined by the involved Federal and non-Federal partners. The reconnaissance phase (initial assessment) initiates the development of a comprehensive plan, critical restoration projects, and long-term resource monitoring. The feasibility cost sharing agreement with the State of Illinois was signed on 31 July 2002.

Fiscal Year 2003 funds are being used to continue the feasibility phase development of the comprehensive plan. Funds requested for Fiscal Year 2004 will be used to continue the feasibility phase of the study. The preliminary estimated cost of the feasibility phase is \$8,710,000, which is to be shared on a 65-35 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$9,210,000
Reconnaissance Phase (Federal)	500,000
Feasibility Phase (Federal)	5,662,000
Feasibility Phase (Non-Federal)	3,048,000

The reconnaissance phase was completed in July 2002. The feasibility study completion date is being determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2004

Mississippi Valley Division

Study	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional to Complete After FY 2004 \$
Illinois River Ecosystem Restoration, IL Rock Island District	2,825,000	1,521,000	TBD	148,000	TBD

The Illinois River and Waterway is a major tributary of the Upper Mississippi River System (UMRS). The UMRS is designated a nationally significant ecosystem by the Fiscal Year 1985 Supplemental Appropriations Act and the Water Resources Development Act of 1986, which mandated that the rivers be managed to balance competing interests in this natural resource. The Illinois River Basin encompasses 30,000 square miles, covering 44 percent of the land area of the State of Illinois. The principal problems impeding the restoration of habitat in the Illinois River Basin are sedimentation of backwaters and side channels, degradation of tributary streams, fluctuations in hydrologic regimes and water levels, and other adverse impacts caused by human activity. Particular emphasis will be placed on identifying restoration activities that are delineated in the State of Illinois' "Integrated Management Plan for the Illinois River Watershed" report. Ongoing efforts include developing site specific projects and conducting a multi-agency restoration needs assessment to identify desired future conditions and restoration needs in the basin. Potential recommendations include activities within the river corridors such as island creation, side channel restoration, protection and creation of wetlands, improved water level management, and floodplain function. In addition, efforts will be focused on potential restoration of the smaller tributaries and watersheds through stream and wetlands restoration, water retention, and riparian buffers. The feasibility cost sharing agreement with the State of Illinois was signed on 4 August 2000.

Fiscal Year 2003 funds are being used to continue the feasibility phase of the study. Funds requested for Fiscal Year 2004 will be used to continue the feasibility phase of the study. The estimated cost of the feasibility phase is \$5,450,000, which is being shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$5,550,000
Reconnaissance Phase (Federal)	100,000
Feasibility Phase (Federal)	2,725,000
Feasibility Phase (Non-Federal)	2,725,000

The reconnaissance phase was completed in August 2000. The feasibility study completion date is being determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2004

Mississippi Valley Division

Study	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional to Complete After FY 2004 \$
Rock River, IL and WI Rock Island District	985,000	319,000	TBD	48,000	TBD

The Rock River originates in the lake region of southeastern Wisconsin and flows southward to join the Mississippi River just below Rock Island, Illinois. The watershed includes all or parts of 13 counties in Wisconsin and 15 in Illinois. Major tributaries of the Rock River are Green River, Rock Creek, Elkhorn Creek, Kishwaukee River, Pecatonica River, Sugar River, Turtle Creek, and Yahara River. The Illinois Department of Natural Resources is the local sponsor. The Wisconsin Department of Natural Resources was also interested in co-sponsoring the study and may participate in the feasibility study in future years. The study will address ecosystem restoration opportunities throughout the Illinois portion of the drainage basin and will evaluate the overall degradation of the Rock River. Ecosystem restoration activities could include stream restoration, wetland creation, wildlife habitat restoration, fish passage, land surface restoration, recommendations for maintaining viable populations of native species, and other engineering solutions to environmental problems in the watershed. A holistic review of ecosystem management practices will be conducted in partnership with state and Federal agencies to restore fish and wildlife habitat and in the development of a system-wide management plan. Particular emphasis will be placed on restoration of wetlands, neotropical migrants, and Federal and state significant species. The feasibility cost sharing agreement was executed 14 May 2001.

Fiscal Year 2003 funds are being used to continue the feasibility phase of the study. Funds requested for Fiscal Year 2004 will be used to continue the feasibility study phase. The estimated cost of the feasibility phase is \$1,770,000, which is being shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost-sharing is as follows:

Total Estimated Study Cost	\$1,870,000
Reconnaissance Phase (Federal)	100,000
Feasibility Phase (Federal)	885,000
Feasibility Phase (Non-Federal)	885,000

The reconnaissance phase was completed in May 2001. The feasibility study completion date is being determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2004

Mississippi Valley Division

Study	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional to Complete After FY 2004 \$
IOWA					
Fort Dodge, Iowa Rock Island District	345,000	60,000	TBD	23,000	TBD

The City of Fort Dodge is located in Webster County, Iowa. The study area is a corridor of the Des Moines River within the city limits. This section of the Des Moines River is located between two dams and is bordered by the downtown business district. The city has developed an \$8,500,000 plan to transform the river corridor into parklands and recreation facilities. The City of Fort Dodge seeks assistance in determining the impact of a 2-to 4-foot pool raise on the Des Moines River. The study would include a hydraulic/hydrology analysis that would focus on the effects that the pool raise would have on the deposition of sediment, the storm sewer system, and the floodplain. The study would examine structural integrity of the related dams, shoreline restoration and stabilization measures, and potential fish passage measures, which could be used to improve the riverfront ecosystem. The City of Fort Dodge has indicated a willingness to cost share in the feasibility phase of the study.

Fiscal Year 2003 funds are being used to complete the reconnaissance phase, and if the reconnaissance report is certified to be in accord with policy, continue into the feasibility phase of the study. Funds requested for Fiscal Year 2004 will be used to continue the feasibility phase of the study. The preliminary estimated cost of the feasibility phase is \$490,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$590,000
Reconnaissance Phase (Federal)	100,000
Feasibility Phase (Federal)	245,000
Feasibility Phase (Non-Federal)	245,000

The reconnaissance phase completion date is being determined. The feasibility study completion date is being determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2004

Mississippi Valley Division

Study	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional to Complete After FY 2004 \$
LOUISIANA					
Amite River and Tributaries Ecosystem Restoration, LA New Orleans District	2,100,000	100,000	TBD	50,000	TBD

The study area includes the 2,000-square-mile Amite River drainage basin in southeastern Louisiana and southwestern Mississippi. Approximately 30 miles of the Amite River corridor have directly experienced degradation of fish and wildlife habitat with potentially many more miles indirectly negatively impacted. Bottomland habitats continue to decrease in area and diversity as vegetation is removed. Approximately 10,690 acres have been directly disturbed in the study area and the potential exists for a total degradation to 24,000 acres. The degradation includes a reduction in wildlife habitat, stream and floodplain environment, and aggravation of existing flooding problems. Problems can be attributed to wider floodplain and shallower water depths, reduction in river length and the resulting steepened river gradient, reduction of the sinuosity through meander cut-offs, increased turbidity, increased temperature, and an increase in the unvegetated areas and man-made changes within the river corridor. River length from 1940 to 1981 has been reduced as much as 10 percent. Preliminary analyses indicated that a 20 percent reduction in river length would produce a stage increase of 6 to 9 inches inducing structural flooding. The steeper gradient of the river increases scour forces, and bridge collapses have been attributed to this force. Removal of riparian vegetation and mining of point bars reduce the resistance of riverbanks to erosion during floods. The elimination of streambank vegetation and mining operations produces a turbid stream negatively impacting many fish species. The Amite River has three to four times the number of exceedances of turbidity than comparable streams in the vicinity. As the habitat deteriorates, wildlife that uses the river and floodplain ecosystem decreases in quantity and diversity. The Amite River, which once flooded a densely vegetated valley bottom, now spreads across bare sand areas and tailings piles at mining sites allowing a multitude of geomorphic changes during flood events. The study will determine the feasibility of restoring the Amite River ecosystem to a condition similar to its natural state. This effort will consider the physical and limnological aspects of the site, and its broader landscape or watershed setting, to address all related issues and constraints. Alternatives will be developed to reduce turbidity, lower temperature, and reduce the extent of the physical changes within the river corridor in an effort to achieve fish and wildlife restoration, and restore outdoor recreation opportunities. This effort will significantly contribute to the watershed management objectives of the State of Louisiana. The heel splitter clam, an endangered species, exists in the basin and is threatened by the degraded stream conditions. Negotiations of the feasibility cost sharing agreement continue with the potential local sponsor, the Louisiana Department of Environmental Quality.

Fiscal Year 2003 funds are being used to continue into the feasibility phase of the study. Funds requested for Fiscal Year 2004 will be used to continue the feasibility phase of the study. The preliminary estimated cost of the feasibility phase is \$4,000,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of the study cost sharing is as follows:

Total Estimated Study Cost	\$4,100,000
Reconnaissance Phase (Federal)	100,000
Feasibility Phase (Federal)	2,000,000
Feasibility Phase (Non-Federal)	2,000,000

The reconnaissance phase completion date is being determined. The feasibility study completion date is being determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2004

Mississippi Valley Division

Study	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional to Complete After FY 2004 \$
Gulf Intracoastal Waterway, Ecosystem Restoration, LA New Orleans District	2,100,000	46,000	TBD	100,000	TBD

The study area is located in southern Louisiana along the Gulf Intracoastal Waterway (GIWW) in the reaches of Mile 36.4 to Mile 0.0 East and Mile 0.0 to Mile 266 West on the Mississippi River. These reaches include: Mile 10.0 to Mile 12.0 West, in the vicinity of Cutoff Bayou, near the intersection of the GIWW and the Mississippi River Gulf Outlet (MRGO); Mile 18.0 to Mile 22.0 East, at the crossing of Bayou Perot; Mile 210.0 to Mile 214.0 East, in the vicinity of Lacassine National Wildlife Refuge; and Mile 218.0 to Mile 224 East, in the vicinity of Cameron Prairie National Wildlife Refuge. Bankline erosion of valuable Federal, state and privately owned marshes is occurring in Orleans, Jefferson and Cameron Parishes adjoining and near the GIWW. The study will investigate methods of enhancing bank stabilization throughout the waterway. A plan will be developed to address ecosystem restoration and protection needs between the Chef Menteur Pass and the Sabine River and provide solutions to salinity intrusion, tidal erosion, wave-induced erosion and other water resource-related problems in the area. Bankline stabilization would aid in maintaining threatened land bridges and lake rims that reside along both sides of the GIWW. This would also result in turbidity reduction in water bodies adjacent to the GIWW, which would aid in the protection of sensitive submerged aquatic vegetation. Benefits that would result from these improvements include the stabilization of fishery production and retention and improvement of wildlife habitats. Both resident and migratory species would be greatly benefited. Economic benefits would include the reduction in maintenance dredging on the GIWW due to prevention of sediment influx and improvement of recreational activities along the GIWW. The Louisiana Department of Natural Resources, the tentative local sponsor, has indicated intent to share equally in the feasibility phase.

Fiscal Year 2003 funds are being used to complete the reconnaissance phase of the study and continue into the feasibility phase if the reconnaissance report is certified to be in accord with policy. Funds requested for Fiscal Year 2004 will be used to continue the feasibility phase of the study. The preliminary estimated cost of the feasibility phase is \$4,000,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$4,100,000
Reconnaissance Phase (Federal)	100,000
Feasibility Phase (Federal)	2,000,000
Feasibility Phase (Non-Federal)	2,000,000

The reconnaissance phase completion date is being determined. The feasibility study completion date is being determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2004

Mississippi Valley Division

Study	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional to Complete After FY 2004 \$
Louisiana Coastal Area -- Ecosystem Restoration, LA New Orleans District	17,500,000	5,164,000	TBD	848,000	TBD

The study area encompasses a complex coastal wetlands and barrier island ecosystem located in south Louisiana, from the Sabine River to the Pearl River. This area includes an infrastructure that supports coastal communities, commercial and industrial developments, a robust seafood industry, international inland and sea ports, and oil and gas production and processing facilities. There are numerous Federal projects in the area, which include those for flood protection, navigation, river control, and control of salinity and water levels. Developments in the study area, along with other factors such as sea level rise, have contributed to the accelerated deterioration of coastal Louisiana's wetlands. The Louisiana coastal wetlands represent about 40 percent of the Nation's total and are experiencing about 80 percent of the entire Nation's wetlands losses. Prior to these developments and the construction and operation of Federal projects, the south Louisiana coastal ecosystem was largely self-sustainable. However, if no action is taken to protect and restore this ecosystem, the Louisiana coastal wetlands are in jeopardy of permanent and irreversible loss. In a coastwide grassroots effort termed the Coast 2050 initiative, Federal and state resource agencies, local governments, special interest groups, and the public developed the Coast 2050 Plan. This plan, completed in December 1998, documents the perceived coastal problems and describes potential strategies for sustainable coastwide ecosystem restoration. The Coast 2050 Plan supports the Louisiana Coastal Area—Ecosystem Restoration, Louisiana reconnaissance report approved May 1999. The primary purpose of the study is environmental restoration which is in accord with Administration policy. The State of Louisiana is the non-Federal sponsor of the feasibility study. The Feasibility Cost Sharing Agreement was executed in February 2000. Studies covering the nine basins are planned for execution under the Louisiana Coastal Area authority. The Comprehensive Coastwide Ecosystem Restoration, Louisiana, study is underway. Additional studies underway are Barataria Basin Barrier Shoreline, Louisiana, and Barataria Basin Marsh Creation, Louisiana. These two studies are expected to generate interim feasibility reports in Fiscal Year 2003.

Fiscal Year 2003 funds are being used to continue the feasibility phase of the study. Funds requested for Fiscal Year 2004 will be used to continue the feasibility phase of the study. The estimated cost of the feasibility phase is \$35,000,000, which is being shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$35,000,000
Reconnaissance Phase (Federal)	N/A
Feasibility Phase (Federal)	17,500,000
Feasibility Phase (Non-Federal)	17,500,000

The reconnaissance phase was completed in February 2000. The feasibility study completion date is being determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2004

Mississippi Valley Division

Study	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional to Complete After FY 2004 \$
MINNESOTA					
Minnehaha Creek Watershed, MN (Upper Mississippi River, Watershed Management, Lake Itasca to Lock and Dam 2, MN) St. Paul District	570,000	0	TBD	250,000	TBD

A reconnaissance study was completed in June 2001 for the Upper Mississippi River from the headwaters at Lake Itasca to Lock and Dam No. 2 at Hastings, Minnesota. The study was consistent with a resolution of the U.S. House of Representatives Committee on Transportation and Infrastructure, dated April 15, 1999, and evaluated the water resource problems, needs, and Federal interest in this important reach of the Mississippi River. The study area continues to shape the life of the region, fostering commerce, transportation, and city development, and enriching the region and the Nation with natural, recreational, and cultural amenities. On the basis of preliminary Federal interest documentation presented in the reconnaissance report, the high priority of likely outputs, and the strong non-Federal sponsorship expressed for future cost-shared studies, a recommended study included watershed-scale planning for the Minnehaha Creek Watershed District in the Twin Cities Metropolitan area.

The Minnehaha Creek Watershed study will identify problems related to flooding and loss of habitat changed by hydrologic regimes, water fluctuations, and other impacts on the system caused by human activity. The study will evaluate flood and erosion control, lake restoration, wetland management, storm water management and water quality protection. The Minnehaha Creek Watershed covers approximately 181 square miles, which drains into Minnehaha Creek, which enters the Mississippi River. The watershed includes natural treasures such as Minnehaha Creek, Lake Minnetonka, the Minneapolis Chain of Lakes and Minnehaha Falls. There are eight major creeks, 129 lakes and thousands of wetlands within the watershed. The local sponsor is the Minnehaha Creek Watershed District. The feasibility cost sharing agreement was signed in January 2003.

Fiscal Year 2003 funds are being used to continue into the feasibility phase of the study. Funds requested for Fiscal Year 2004 will be used to evaluate flood damage reduction alternatives and continue water quality monitoring and evaluation. The preliminary estimated cost of the feasibility phase is \$1,140,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Feasibility Study Cost	\$1,140,000
Reconnaissance Phase (Federal)	N/A ¹
Feasibility Phase (Federal)	570,000
Feasibility Phase (Non-Federal)	570,000

The reconnaissance phase was completed in January 2003. The feasibility study completion date is being determined.

¹ Upper Mississippi River, Watershed Management, Lake Itasca to Lock and Dam 2, MN, was completed at a cost of \$250,000.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2004

Mississippi Valley Division

Study	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional to Complete After FY 2004 \$
South Washington County Watershed, MN (Upper Mississippi River, Watershed Management, Lake Itasca to Lock and Dam 2, MN) St. Paul District	870,000	8,000	TBD	250,000	TBD

A reconnaissance study was completed in June 2001 for the Upper Mississippi River from the headwaters at Lake Itasca to Lock and Dam No. 2 at Hastings, Minnesota. The study was consistent with a resolution of the U.S. House of Representatives Committee on Transportation and Infrastructure, dated April 15, 1999, and evaluated the water resource problems, needs, and Federal interest in this important reach of the Mississippi River. The study area continues to shape the life of the region, fostering commerce, transportation, and city development, and enriching the region and the Nation with natural, recreational, and cultural amenities. On the basis of preliminary Federal interest documentation presented in the reconnaissance report, the high priority of likely outputs, and the strong non-Federal sponsorship expressed for future cost-shared studies, a recommended study included watershed-scale planning for the South Washington Watershed in the Twin Cities Metropolitan area.

The South Washington County Watershed study will identify problems related to flooding and loss of habitat changed by hydrologic regimes, water fluctuations, and other impacts on the system caused by human activity. The system and site-specific evaluations will investigate restoration opportunities falling into four focus areas; watershed stabilization, ravine system, land locked basin water level management, and floodplain restoration and protection. The local sponsor is the South Washington Watershed District. The feasibility cost sharing agreement was signed in September 2002.

Fiscal Year 2003 funds are being used to continue the feasibility phase of the study. Funds requested for Fiscal Year 2004 will be used to evaluate alternatives for providing an emergency watershed overflow route and outlet to the Mississippi River. The preliminary estimated cost of the feasibility phase is \$1,740,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Feasibility Study Cost	\$1,740,000
Reconnaissance Phase (Federal)	N/A ¹
Feasibility Phase (Federal)	870,000
Feasibility Phase (Non-Federal)	870,000

The reconnaissance phase was completed in September 2002. The feasibility study completion date is being determined.

¹ Upper Mississippi River, Watershed Management, Lake Itasca to Lock and Dam 2, MN, was completed at a cost of \$250,000.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2004

Mississippi Valley Division

Study	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional to Complete After FY 2004 \$
Red River of the North Basin, MN, ND, SD and Manitoba, Canada St. Paul District	11,775,000	392,000	TBD	1,200,000	TBD

The Red River of the North, a northward flowing stream, originates at the convergence of the Ottertail River, Minnesota and Bois de Sioux River, Minnesota and North Dakota and ends at Lake Winnipeg in Manitoba, Canada. Within the United States, the Red River drains portions of South Dakota, Minnesota, and North Dakota and forms the border between the latter two. The basin has lost much of the natural environment that existed in early settlement times, and flooding has repeatedly caused economic and human hardship. Major flood events totaling billions of dollars in damages have occurred in 1826, 1852, 1893, 1897, 1914, 1919, 1950, 1974, 1975, 1978, 1979, 1985, 1989, 1996, and 1997. Significant floods with substantial documented damages occurred on tributaries in other years as well. Severity of flooding is on the rise. Drainage, river modifications, and land use changes (including those for enhancement of agriculture) adversely affected the natural ecosystems. The basin's water resources issues have been the focus of several watershed planning and management initiatives. The study will address flood damage reduction and ecosystem restoration. Federal agencies, State agencies in Minnesota, North Dakota, and South Dakota, local units of government, non-profit environmental organizations, Canadian interests, business and agricultural representatives, and citizens participating in support of these initiatives see this study as critical to continued basin planning and implementation. Willing cost-share sponsors include regional entities such as the Wild Rice Watershed District, Bois de Sioux Watershed District, and local units of government such as the Cities of Fargo and Moorhead. In addition, a number of stakeholders have committed to support this effort, e.g., the North Dakota State Water Commission, Minnesota Department of Natural Resources, Minnesota Center for Environmental Advocacy, etc. The 905(b) analysis approved in September 2002 identified three priority areas to proceed into the feasibility phase. The reconnaissance study will continue to serve as the "parent" for future spin-off feasibility studies.

Fiscal Year 2003 funds are being used to produce 905(b) supplements identifying additional subbasin feasibility studies and to continue into the feasibility phase of the study for the three identified priority areas. Funds requested for Fiscal Year 2004 will be used to continue the feasibility phase of the study for the three identified priority areas, produce 905(b) supplements identifying additional subbasin feasibility studies, and continue into the feasibility phase of studies identified in Fiscal Year 2003. The preliminary estimated cost of the feasibility phase is \$21,650,000, which is to be shared on a 50-50 percent basis by the Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$22,600,000
Reconnaissance Phase (Federal)	950,000
Feasibility Phase (Federal)	10,825,000
Feasibility Phase (Non-Federal)	10,825,000

The completion schedule for each interim feasibility study will be established during negotiations with sponsors to determine the scope of study. The completion dates for the various interim feasibility studies are being determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2004

Mississippi Valley Division

Study	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional to Complete After FY 2004 \$
WISCONSIN					
Baraboo River, WI St. Paul District	3,080,000	181,000	TBD	500,000	TBD

The scope of the Baraboo River reconnaissance study was expanded to include the entire Wisconsin River Basin. The Wisconsin River Basin is located in central Wisconsin, and flows into the Mississippi River near Prairie du Chien, Wisconsin. The study establishes a Federal interest in proceeding with a basin-wide water quality study along with ecosystem restoration projects such as fish passage; restoration of aquatic and riparian habitats; erosion and sediment control; and wetland restorations for reducing flood damage and improving water quality, fisheries, populations of endangered and threatened species, and natural river equilibrium. It is expected that a combination of structural and nonstructural solutions will be necessary to achieve the objectives for the long term. Fully addressing the deteriorated state of the river system will require a holistic assessment of the watershed, implementation of numerous ecosystem restoration projects, and preparation of a management plan for the long-term vitality of the river system. The study will take full advantage of historical data on the environment, water quality, aquatic habitat, and hydrologic data and models. The Wisconsin Department of Natural Resources has expressed a strong interest in being the local sponsor. Other supporters and potential partners are the Sand County Foundation, local watershed boards, and the City of Baraboo and other communities in the watershed.

Fiscal Year 2003 funds are being used to complete the reconnaissance phase at full Federal expense, and if the reconnaissance report is certified to be in accord with policy, continue into the feasibility phase of the study. Funds requested for Fiscal Year 2004 will be used to continue the feasibility phase of the study. The preliminary estimated cost of the feasibility phase is \$5,760,000, which is to be shared on a 50-50 percent basis by the Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$5,960,000
Reconnaissance Phase (Federal)	200,000
Feasibility Phase (Federal)	2,880,000
Feasibility Phase (Non-Federal)	2,880,000

The reconnaissance phase completion date is being determined. The feasibility study completion date is being determined.

Total - Ecosystem Restoration Studies	50,176,000	10,504,000	TBD	4,024,000	TBD
---------------------------------------	------------	------------	-----	-----------	-----

APPROPRIATION TITLE: General Investigations, Fiscal Year 2004

Mississippi Valley Division

Study	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional to Complete After FY 2004 \$
-------	--	---	-----------------------------	--	--

f. Watershed/Comprehensive Studies: The amount of \$945,000 is requested to continue three feasibility studies in Fiscal Year 2004.

ARKANSAS

White River Basin Comprehensive, AR and MO Memphis District	4,460,000	405,000	TBD	300,000	TBD
---	-----------	---------	-----	---------	-----

The White River Basin comprises approximately 27,765 square miles of which 10,622 square miles are in the southern part of Missouri and the remaining 17,143 square miles are in the northern and eastern portion of Arkansas. The basin contains five large Corps multi-purpose lakes: Beaver, Table Rock, Bull Shoals, Norfork, and Greers Ferry. Clearwater Lake, primarily for flood control, is also in the upper basin. This comprehensive basin study will investigate water resource related problems such as navigation, restoration and protection of environmental resources, water quality, hydropower, flood damage reduction, and water supply. Local interests, local industries, and beneficiaries in adjacent areas desire navigation improvements. The area is deemed significant as a migratory waterfowl wintering area and includes several Federal and state wildlife refuges. Releases from Corps lakes sometime fail to meet state water quality standards for dissolved oxygen and adversely affect the ecosystem below the dams. Land use practices result in nutrient runoff (both point and non-point sources), sediment, and other water quality factors that affect water supply reserves, hydropower capability (by placing restrictions on releases), recreational opportunities, and fish and wildlife habitat in the entire basin. Federal, state, and private natural resource agencies and organizations are highly supportive of conducting a comprehensive study. The project sponsors are the Arkansas Game and Fish Commission, Arkansas Soil and Water Conservation Commission, Arkansas Natural Heritage Commission, Arkansas Waterways Commission, Missouri Department of Natural Resources, Missouri Department of Conservation, and Nature Conservancy. A feasibility cost sharing agreement was executed on 22 May 2002.

Fiscal Year 2003 funds are being used to continue the feasibility phase of the study. Funds requested for Fiscal Year 2004 will be used to continue basin-wide studies. The preliminary estimated cost of the feasibility study is \$8,600,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. Up to 25 percent of the non-Federal share may be in-kind services. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$8,760,000
Reconnaissance Phase (Federal)	160,000
Feasibility Phase (Federal Cost)	4,300,000
Feasibility Phase (Non-Federal Cost)	4,300,000

The study is authorized by Section 729 of the Water Resources Development Act of 1986, as amended by Section 202 of the Water Resources Development Act of 2000. The reconnaissance phase was completed in May 2002. The feasibility study completion date is being determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2004

Mississippi Valley Division

Study	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional to Complete After FY 2004 \$
ILLINOIS					
Upper Mississippi River Comprehensive Plan, IL, IA, MO, MN and WI Rock Island District	5,130,000	692,000	TBD	494,000	TBD

The Great Flood of 1993 resulted in catastrophic damages throughout much of the Upper Mississippi River Basin. While existing flood protection works reduced or prevented damages to many properties, these measures often proved inadequate to withstand the magnitude of flooding experienced in 1993. This natural disaster killed 47 people and damaged or destroyed an estimated 72,000 homes and over 35,000 commercial structures. The flood interrupted virtually all forms of transportation on and across the Mississippi River and many of its tributaries. It is estimated that the total monetary damages from the flood were between \$15 and \$20 billion. The study area includes the Upper Mississippi and Illinois Rivers and their floodplains. The Comprehensive Plan will develop an integrated strategy and implementation plan for economically justified, environmentally sustainable flood damage reduction by means of 1) structural and nonstructural floodplain management strategies, 2) continued maintenance of the navigation project, 3) management of bank caving and erosion, 4) watershed nutrient and sediment management, 5) habitat management, and 6) other related purposes. The Comprehensive Plan will be developed integrally with the Upper Mississippi and Illinois Navigation Study. The study would be fully responsive to national interests and the needs of the citizens of the Upper Mississippi River basin. It will identify opportunities to increase environmental outputs, improve floodplain management, and reduce flood risk to existing economic development. The plan will be a collaborative effort among three Corps Districts, other Federal agencies, the states of Illinois, Iowa, Missouri, Minnesota, and Wisconsin, and appropriate non-Federal organizations. The plan will identify future management actions and make recommendations for systemic, multiple-benefit, improvements within the floodplains of the two rivers.

Fiscal Year 2003 funds are being used to continue the plan at full Federal expense. Funds requested for Fiscal Year 2004 will be used to continue the plan.

The study was authorized in Section 459(e) of WRDA 1999, as amended by Section 404 of WRDA 2000. The authorization specifies that not later than 3 years after the first date on which funds are appropriated to carry out this section, the Secretary shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Environment and Public Works of the Senate a report that includes the plan.

The plan completion date is being determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2004

Mississippi Valley Division

Study	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional to Complete After FY 2004 \$
MISSOURI					
St. Louis Riverfront, MO & IL St. Louis District	1,400,000	238,000	TBD	151,000	TBD

The study area, approximately 3,011 square miles, is located in St. Louis City, St. Louis County and Jefferson County, in Missouri, and St. Clair, Madison, and Monroe Counties in Illinois. The primary focus of the study will address flood damage reduction, aquatic habitat restoration, and harbor safety issues. Secondary focus will be on public access to the river, regional greenways and bike trails, and other recreational/economic development opportunities. Flood damage reduction investigations will concentrate on Reach 5 of the St. Louis Flood Protection project, which was never constructed. During the 1993 flood, this area experienced severe flooding which led to the evacuation of 11,800 people and 400 businesses due to 51 propane tanks floating off of their concrete supports at the Phillips Petroleum facility. Aquatic habitat restoration investigations will focus on the severely degraded Mill Creek watershed, which has a rich history in the St. Louis metropolitan area dating back to the early 1800's. Other areas under consideration for aquatic habitat restoration include the Big River, the Meramec River, and other smaller watersheds within the study area. The St. Louis waterfront area is a major interchange for reconfiguring tows due to the change from open river to pooled river. (The last lock on the Mississippi is Locks 27 in Granite City, Illinois.) Because of this, many fleeting areas exist along both banks of the river within the study boundary. Under normal river stages, the fleeting is an efficient operation; however, as demonstrated during high water in 1993 and drought conditions in 1989, safety becomes a huge concern, particularly with all of the bridge crossings in the metropolitan area. The study will address these safety issues with potential opportunities such as off-channel fleeting and designated traffic lanes. Investigations into greenways, bike trails, and public access to the river will focus primarily on linkages to the existing Confluence Greenway network through flood control rights-of-way and drainage areas. Potential sponsors include the City of St. Louis, St. Louis County, Jefferson County, Madison County, Monroe County, St. Clair County, Metropolitan St. Louis Sewer District, Confluence Greenway, the states of Missouri and Illinois, and various port authorities located within the study area.

Fiscal Year 2003 funds are being used to continue the reconnaissance phase at full Federal expense. Funds requested for Fiscal Year 2004 will be used to complete the reconnaissance phase, and if the reconnaissance report is certified to be in accord with policy, continue into the feasibility phase of the study. The preliminary estimated cost of the feasibility phase is \$1,800,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$2,300,000
Reconnaissance Phase (Federal)	500,000
Feasibility Phase (Federal)	900,000
Feasibility Phase (Non-Federal)	900,000

The reconnaissance phase completion date is being determined. The feasibility study completion date is being determined.

Total – Watershed/Comprehensive Studies	10,990,000	1,335,000	TBD	945,000	TBD
TOTAL - SURVEYS	165,253,000	82,027,000	TBD	10,250,000	TBD

APPROPRIATION TITLE: General Investigations, Fiscal Year 2004

Mississippi Valley Division

Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional to Complete After FY 2004 \$
---------	--	---	-----------------------------	--	--

3. PRECONSTRUCTION ENGINEERING AND DESIGN ACTIVITIES (PED) – NEW: None.

4. PRECONSTRUCTION ENGINEERING AND DESIGN ACTIVITIES (PED) – CONTINUING:

a. Ecosystem Restoration: The amount of \$600,000 is requested to continue one PED activity in Fiscal Year 2004.

ILLINOIS

Peoria Riverfront Development, IL Rock Island District	1,335,000	0	TBD	600,000	TBD
---	-----------	---	-----	---------	-----

Peoria, Illinois, is located on the Illinois River in Peoria County. The study area includes the portion of the Illinois River and its tributaries that flows next to, or directly impacts, the downtown Peoria Riverfront Development project. This stretch of river, a riverine lake called Peoria Lake, has lost roughly 70 percent of its volume with depths reduced from approximately 8 feet to 2.5 feet since 1903. This loss of depth has seriously impacted fish and wildlife. Contributing to the filling is sediment deposition from creeks draining into the Illinois River. The draft recommended plan is estimated to cost \$16,000,000, with an estimated Federal cost of \$10,400,000 and an estimated non-Federal cost of \$5,600,000. The draft plan includes dredging of approximately 200 acres with the creation of three islands in Peoria Lake and wetland restoration along Farm Creek. The project is estimated to provide 866 average annual habitat units of environmental benefit. PED will ultimately be cost shared with the State of Illinois, Department of Natural Resources, and/or other willing sponsors, at the rate for the project to be constructed but will be financed through the PED period at 25 percent non-Federal. Any adjustments that may be necessary to bring the non-Federal contribution in line with the project cost sharing will be accomplished in the first year of construction.

Total Estimated Preconstruction Engineering and Design Costs	\$1,780,000	Total Estimated Preconstruction Engineering and Design Costs	\$1,780,000
Initial Federal Share	1,335,000	Ultimate Federal Share	1,157,000
Initial Non-Federal Share	445,000	Ultimate Non-Federal Share	623,000

The project is not authorized for construction. Cost sharing will be 65 percent Federal and 35 percent non-Federal in accordance with the Water Resources Development Act of 1996. Fiscal Year 2003 funds are being used to complete the feasibility phase and initiate PED. Funds requested for Fiscal Year 2004 funds will be used to continue PED. The PED completion date is being determined.

Total - Ecosystem Restoration	1,335,000	0	TBD	600,000	TBD
-------------------------------	-----------	---	-----	---------	-----

APPROPRIATION TITLE: General Investigations, Fiscal Year 2004

Mississippi Valley Division

Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional to Complete After FY 2004 \$
---------	--	---	-----------------------------	--	--

b. Navigation: The amount of \$707,000 is requested to continue one PED activity in Fiscal Year 2004.

LOUISIANA

Bayou Sorrel Lock, LA New Orleans District	1,500,000	0	TBD	707,000	TBD
---	-----------	---	-----	---------	-----

Bayou Sorrel Lock is a feature of the Atchafalaya Basin project, which is a feature of the Flood Control, Mississippi River and Tributaries project. The project flood flow line for the Atchafalaya Basin was modified in 1986 to the current elevation of 28.7. The lock must be modified or replaced. The need to modify Bayou Sorrel Lock presents an opportunity to address increasing navigation concerns at this lock. Planning, engineering, and design of the modification or replacement for flood reduction benefits were delayed until the optimum navigation plan could be studied. The tentative plan, at an estimated cost of \$82,400,000, is the replacement of the existing lock with a new 75 by 1,200 foot concrete chamber lock immediately adjacent to the existing lock. The benefit-cost ratio is 14 to 1 based on the latest economic analysis dated September 2002. Preconstruction engineering and design cost would be all Federal.

Total Estimated Preconstruction Engineering and Design Costs	\$1,500,000	Total Estimated Preconstruction Engineering and Design Costs	\$1,500,000
Initial Federal Share	1,500,000	Ultimate Federal Share	1,500,000
Initial Non-Federal Share	0	Ultimate Non-Federal Share	0

The project is not authorized for construction. Fiscal Year 2003 funds are being used to complete the feasibility phase and initiate PED. Funds requested for Fiscal Year 2004 funds will be used to continue PED. The PED completion date is being determined.

Total - Navigation	1,500,000	0	TBD	707,000	TBD
--------------------	-----------	---	-----	---------	-----

APPROPRIATION TITLE: General Investigations, Fiscal Year 2004

Mississippi Valley Division

Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional to Complete After FY 2004 \$
---------	--	---	-----------------------------	--	--

c. Watershed/Comprehensive: None.

d. Beach Erosion Control: None.

e. Flood Control: The amount of \$1,243,000 is requested to continue three PED activities in Fiscal Year 2004.

ILLINOIS

Davenport, Iowa Rock Island District	435,000	225,000	TBD	159,000	TBD
---	---------	---------	-----	---------	-----

The project is located at Davenport, Iowa (population of 102,000 – 1999 census) in Scott County, on the right bank of the Mississippi River. Davenport is one of the Quad-Cities, along with Bettendorf, Iowa, and Moline, East Moline, and Rock Island, Illinois. Plans were developed in the 1970's and the early 1980's for structural flood control. A General Design Memorandum was completed in February 1982. The project was deferred at the request of the City. After experiencing three significant flood events in the last ten years (1993, 1997, and 2001), the City of Davenport officials requested that the project be restudied to evaluate current alternatives and benefits for flood damage reduction. The PED resumption, approved by the Energy and Water Development Appropriations Committee in October 2001, puts emphasis on key facilities such as the water treatment plants. The reconnaissance level study was completed and the Limited Revaluation Report was approved in June 2002. The recommended project, estimated to cost \$3,500,000 with an estimated Federal Cost of \$2,625,000 and an estimated non-Federal cost of \$875,000, includes construction of levees, floodwalls, closure structures, and interior flood control items. The average annual benefits were estimated to be \$860,000, all for flood control. The benefit-cost ratio is 3.9 to 1 based on the latest economic analysis dated June 2002. The City of Davenport is the potential local sponsor for this project. The execution of the design agreement is being determined. PED will ultimately be cost shared at the rate of the project to be constructed but will be financed through the reconnaissance level study at 100 percent Federal and the follow-on PED period at 25 percent non-Federal. Any adjustments that may be necessary to bring the non-Federal contribution in line with the project cost sharing will be accomplished in the first year of construction.

Total Estimated Preconstruction Engineering and Design Costs	\$ 580,000	Total Estimated Preconstruction Engineering and Design Costs	\$ 580,000
Reconnaissance Level Study (Federal)	100,000	Reconnaissance Level Study (Federal)	100,000
Engineering and Design Costs	480,000	Engineering and Design Costs	480,000
Initial Federal Share	335,000	Ultimate Federal Share	335,000
Initial Non-Federal Share	145,000	Ultimate Non-Federal Share	145,000

The project is authorized for construction by the Section 201 of the Flood Control Act of 1970. Cost sharing will be 75 percent Federal and 25 percent non-Federal in accordance with the Water Resources Development Act of 1986. Fiscal Year 2003 funds are being used to negotiate the design agreement and initiate plans and specifications for the first item of construction. Funds requested for Fiscal Year 2004 will be used to continue preconstruction engineering and design. The PED completion date is being determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2004

Mississippi Valley Division

Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional to Complete After FY 2004 \$
Lafayette Parish, LA New Orleans District	750,000	0	TBD	645,000	TBD

Lafayette Parish is located along the Vermilion River in southwest Louisiana. The study area encompasses the flood prone areas of Lafayette Parish in the Vermilion River Basin as well as areas of St. Martin Parish near the Bayou Tortue Swamp. The majority of structures susceptible to flood damages are located along the Vermilion River corridor within and adjacent to the city limits of Lafayette. The Vermilion River is the major drainage artery for the study area and has an estimated drainage area of 561 square miles. Significant floods have occurred in Lafayette Parish in 1922, 1927, 1940, 1946, 1953, 1955, 1959, 1961, 1964, 1966, 1969, 1971, 1980, 1985, 1991, 1993, and 1995. Since 1978, approximately 1,000 claims were reported for the communities in Lafayette Parish at a cost exceeding \$5,000,000. Additionally, over 160 repetitive loss claims have been reported to the National Flood Insurance Program since 1978. A feasibility report is being conducted to reduce flood damages in Lafayette Parish. The anticipated solution is expected to consist of dredging the Vermilion River, retention facilities, and non-structural alternatives. The average annual benefits are estimated to be \$2,000,000, all for flood control. The benefit-cost ratio is 2.95 to 1 based on the latest economic analysis dated September 2002. The total project cost is expected to be approximately \$80,000,000. The Lafayette Parish government has indicated a willingness to support such efforts and take on the responsibilities required of a non-Federal cost-sharing sponsor. PED will ultimately be cost-shared at the rate for the project to be constructed but will be financed through the PED period at 25 percent non-Federal. Any adjustments that may be necessary to bring the non-Federal contribution in line with the project cost-sharing will be accomplished in the first year of construction.

Total Estimated Preconstruction Engineering and Design Costs	\$1,000,000	Total Estimated Preconstruction Engineering and Design Costs	\$1,000,000
Initial Federal Share	750,000	Ultimate Federal Share	650,000
Initial Non-Federal Share	250,000	Ultimate Non-Federal Share	350,000

The project is not authorized for construction. Cost sharing will be 65 percent Federal and 35 percent non-Federal in accordance with the Water Resources Development Act of 1996. Fiscal Year 2003 funds are being used to complete the feasibility phase of the study. Funds requested for Fiscal Year 2004 will be used to initiate PED. The PED completion date is being determined.

APPROPRIATION TITLE: General Investigations, Fiscal Year 2004

Mississippi Valley Division

Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional to Complete After FY 2004 \$
---------	--	---	-----------------------------	--	--

MISSOURI

Chesterfield, MO St. Louis District	1,200,000	442,000	TBD	439,000	TBD
--	-----------	---------	-----	---------	-----

The Missouri River drains an area of about 525,000 square miles and empties into the Mississippi River approximately 15 miles upstream of St. Louis, Missouri. The Monarch-Chesterfield Levee is located along the right bank of the Missouri River between river miles 46.0 and 38.5. The existing private levee system is 11.5 miles long and protects approximately 4,240 acres from the 100-year flood event. During the Great Flood of 1993, the existing levee failed causing flood damages in excess of \$200,000,000. The project is estimated to cost \$58,090,000, with an estimated Federal cost of \$37,759,000 and an estimated non-Federal cost of \$20,331,000, at October 2000 price levels. The project consists of raising the existing levees on the Missouri River and Bonhomme Creek from 1.5 to 7.0 feet in order to provide protection from a 500-year flood event. The project will also include relief wells, a sheet pile cutoff, and berms 150 to 300 feet wide and 4 to 15 feet thick to control underseepage. Other features such as roadways, railroad and roadway closure structures, retaining walls, relocations, and pumping stations with gravity structures are included in the project as well. Environmental mitigation features including 6.82 acres of forested wetlands, 3.73 acres of open water, and 2.39 acres of emergent wetlands are also included. The local sponsor has submitted and received approval from the Assistant Secretary of the Army (Civil Works), for three credit applications for work. The scope of work covered by these applications includes 1) construction of three pump stations, 2) levee enlargement from Centaur Road to Interstate 64/U.S. 40, and 3) realignment of the levee near Boone's Crossing and levee enlargement along Bonhomme Creek. Average annual benefits are \$4,400,000, all for flood damage reduction. The benefit-cost ratio is 1.97 to 1 based upon the latest economic analysis dated October 2000. The Monarch-Chesterfield Levee District is the local sponsor for the project. A design agreement, including a detailed Preconstruction Engineering and Design (PED) cost estimate and schedule was signed by the sponsor and Corps, and PED initiated in August 2001. PED will ultimately be cost-shared at the rate for the project to be constructed but will be financed through the PED period at 25 percent non-Federal. Any adjustments that may be necessary to bring the non-Federal contribution in line with the project cost sharing will be accomplished in the first year of construction.

Total Estimated Preconstruction Engineering and Design Costs	\$1,600,000	Total Estimated Preconstruction Engineering and Design Costs	\$1,600,000
Initial Federal Share	1,200,000	Ultimate Federal Share	1,040,000
Initial Non-Federal Share	400,000	Ultimate Non-Federal Share	560,000

The Water Resources Development Act of 2000 authorized the project for construction. Cost sharing will be 65 percent Federal and 35 percent non-Federal in accordance with the Water Resources Development Act of 1996. Fiscal Year 2003 funds are being utilized to continue PED which includes design of closure structure, mitigation areas, floodwall, and levee and berm and development of contract drawings and specifications. Funds requested for Fiscal Year 2004 will be used to continue PED. The PED completion date is being determined.

Total - Flood Control	2,385,000	667,000	TBD	1,243,000	TBD
TOTAL - PED	5,220,000	667,000	TBD	2,550,000	TBD
GRAND TOTAL - SURVEYS AND PED	170,473,000	82,694,000	TBD	12,800,000	TBD

APPROPRIATION TITLE: Construction, General – Channels and Harbors (Navigation)

PROJECT: Chain of Rocks Canal, Mississippi River, Illinois, (Deficiency Correction) (Continuing)

LOCATION: The Chain of Rocks Canal is located on the Mississippi River adjacent to river miles 184 to 194.4 in Madison County, Illinois.

DESCRIPTION: The recommended plan for design deficiency correction involves the installation of relief wells and construction of berms and a pump station. All work is programmed.

AUTHORIZATION: The original project was authorized by the River and Harbor Act of 2 March 1945.

REMAINING BENEFIT-REMAINING COST RATIO: 2.1 to 1 at 7 3/8 percent.

TOTAL BENEFIT-COST RATIO: 1.6 to 1 at 7 3/8 percent.

INITIAL BENEFIT-COST RATIO: 1.6 to 1 at 7 3/8 percent (FY 1999).

BASIS OF BENEFIT-COST RATIO: Based on the Chain of Rocks Design Deficiency Report dated July 1997 at October 1996 price levels.

SUMMARIZED FINANCIAL DATA			STATUS (1 Jan 2003)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Original Project			Entire Project	TBD	TBD
			PHYSICAL DATA		
Actual Federal Cost		\$59,260,000	The proposed plan provides for correcting underseepage deficiencies on the nine-mile long levee, installing 50 new relief wells, replacing 50 nonfunctional relief wells, utility relocations, landside of the levee, adding fill to berms and filling in low areas, constructing a 155 cfs pump station, and constructing wetland mitigation features.		
Actual Non-Federal Cost		0			
Cash Contributions	\$	0			
Other Costs		0			
Total Original Project Cost		\$59,260,000			

Mississippi Valley Division

St. Louis District

Chain of Rocks Canal, Mississippi River, Illinois
(Deficiency Correction)

3 February 2003

ACCUM
PCT OF EST
FED COST
(Remedial Work Only)

Remedial Work

Estimated Federal Cost		\$33,417,000
Estimated Non-Federal Cost		0
Cash Contributions	\$ 0	
Other Costs	0	
Total Estimated Remedial Cost		\$33,417,000
Total Estimated Project Cost		\$92,677,000
Allocations to 30 September 2002		5,351,000
Conference Allowance for FY 2003		TBD
Allocation for FY 2003		TBD
Allocations through FY 2003		TBD
Allocation Requested for FY 2004		2,300,000
Programmed Balance to Complete after FY 2004		TBD
Unprogrammed Balance to Complete after FY 2004		TBD

TBD
TBD

JUSTIFICATION: The Chain of Rocks Canal Levee System consists of a dual line of levees running parallel to the canal constructed as part of the Chain of Rocks Canal, Illinois, navigation project. The operation and maintenance of these levees is a 100 percent Federal responsibility. The eastern line of this levee system serves as an integral part of the main line levee protection to the East St. Louis and vicinity area. The east levee has demonstrated inadequate underseepage performance during past floods. Quick conditions and sand boils develop on the landside of the levee during high river stages. The original design assumptions related to the coefficients of permeability for the aquifer and top stratum materials were incorrect. The relief well system was found to be deficient. The levee relies on the impoundment of water against the landside toe of the levee in order to maintain levee stability; however, development over the last 40 years has prevented effective use of this method. Correction of the deficiencies will assure the integrity of the levee system and provide urban level protection for the East St. Louis metropolitan area. The average annual benefits for the design deficiency correction, all flood control, are \$2,647,000.

FISCAL YEAR 2004: The requested amount will be applied as follows:

Continue: Relocations	\$ 1,640,000
Wetland Mitigation	112,000
Maintenance During Construction	40,000
Planning, Engineering and Design	308,000
Supervision and Administration	200,000
Total	\$2,300,000

NON-FEDERAL COST: The project is 100 percent Federal.

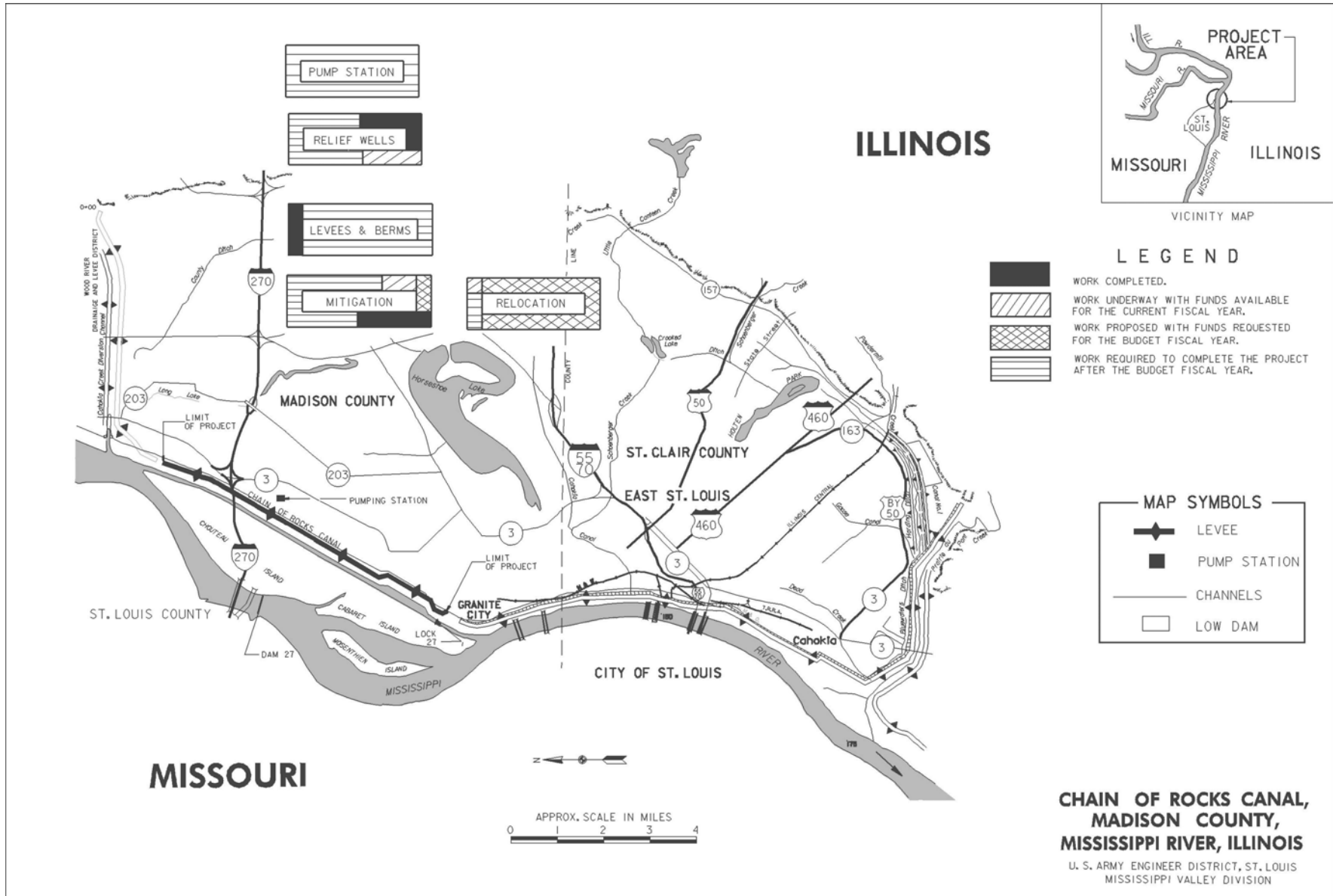
STATUS OF LOCAL COOPERATION: Not applicable.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal cost estimate of \$33,417,000 is an increase of \$4,217,000 from the latest estimate (\$29,200,000) presented to Congress (FY 2003). This change includes the following items:

Item	Amount
Price Escalation on Construction Features	\$ 2,233,000
Schedule Changes	1,050,000
Post Contract Award and Other Estimating Adjustments (including contingency adjustments)	900,000
Price Escalation on Real Estate	34,000
Total	\$4,217,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The Environmental Assessment resulted in a Finding of No Significant Impact (FONSI), which was signed 21 May 1996.

OTHER INFORMATION: Previous funding included the actual cost of \$59,260,000 for the construction of the original project, which was completed in Fiscal Year 1953. Funds to initiate construction for the remedial work were appropriated in Fiscal Year 1999. The Corps is seeking a permanent easement of 72 acres within the Charles Melvin Price Support Center, a closing army base, for construction and operational purposes associated with the original project and the deficiency corrections. Fish and Wildlife costs are \$1,123,000.



APPROPRIATION TITLE: Construction, General - Channels and Harbors (Navigation)

PROJECT: Mississippi River Ship Channel, Gulf to Baton Rouge, Louisiana (Continuing)

LOCATION: The project is located in the southeast portion of Louisiana below Baton Rouge, in the parishes of Ascension, St. James, St. Charles, Orleans, Jefferson, Plaquemines, St. Bernard, and St. John the Baptist, consisting of the Mississippi River and its major outlet to the Gulf of Mexico, Southwest Pass.

DESCRIPTION: The authorized project will provide more efficient deep-draft navigation access to the New Orleans and Baton Rouge reaches of the Mississippi River via Southwest Pass by enlarging the existing channel to a project depth of 55 feet; enlarging the adjacent channel along the left descending bank in New Orleans to a 40-foot depth, providing a turning basin at Baton Rouge, and providing training works in the passes and in four crossings between New Orleans and Baton Rouge to reduce maintenance. Construction of mitigation measures is required due to the saltwater intrusion caused by the deeper channel. The programmed work includes enlargement of the existing channel to an initial depth of 45 feet in the reach from the Gulf of Mexico to Mile 232.4 above New Orleans, the 40-foot enlargement in New Orleans Harbor, and construction of the mitigation works. The unprogrammed work includes enlargement of the 45-foot channel to 55 feet in the reach from the Gulf of Mexico to Mile 232.4, enlargement of the existing 40-foot channel to 55 feet from Mile 232.4 to Mile 233, construction of a turning basin at Baton Rouge, and training works in the passes.

AUTHORIZATION: Supplemental Appropriations Act of 1985, Water Resources Development Acts of 1986 and 1988, and the Energy and Water Development Appropriations Act of 1993.

REMAINING BENEFIT - REMAINING COST RATIO: 7.2 to 1 at 2-5/8 percent.

TOTAL BENEFIT - COST RATIO: 11.1 to 1 at 8-1/8 percent.

INITIAL BENEFIT - COST RATIO: 8.1 to 1 at 8-1/8 percent (FY 1985).

BASIS OF BENEFIT - COST RATIO: Benefits are from the latest available evaluation approved in July 1981 at 1980 price levels.

SUMMARIZED FINANCIAL DATA			STATUS (1 Jan 2003)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Estimated Appropriation Requirement (CoE)		\$ 189,800,000	Phase I ¹	TBD	TBD
Programmed Construction	TBD		(Gulf-Mile 181,45')		
Unprogrammed Construction	TBD		Phase II	100	Dec 1994
			(Mile 181-Baton Rouge, 45')		
Estimated Appropriation Requirement (USCG)		1,200,000	Phase III ²	TBD	TBD
Programmed Construction	TBD		(Gulf-Baton Rouge, 55')		
Unprogrammed Construction	TBD		Entire Project	TBD	TBD
Estimated Total Appropriation Requirement		\$ 191,000,000			
Programmed Construction	TBD				
Unprogrammed Construction	TBD				
Future Non-Federal Reimbursement		1,279,000			
Programmed Construction	TBD				
Unprogrammed Construction	TBD				
Estimated Federal Cost (CoE) (Ultimate)		\$ 188,521,000			
Programmed Construction	TBD				
Unprogrammed Construction	TBD				
Estimated Non-Federal Cost (Ultimate)		\$ 475,000,000			
Programmed Construction			TBD		
Cash Contributions	TBD				
Other Costs	TBD				
Reimbursements					
Navigation	TBD				

¹ Completion of mitigation will depend on future growth in Plaquemines Parish.

² Phase III work on the GDM is programmed. The remaining Phase III work is unprogrammed pending the results of the GDM investigations.

SUMMARIZED FINANCIAL DATA (Continued)

Unprogrammed Construction	TBD	
Cash Contributions	TBD	
Other Costs	TBD	
Reimbursements	TBD	
Navigation	TBD	
Total Estimated Programmed Construction Cost	TBD	
Total Estimated Unprogrammed Construction Cost	TBD	
Total Estimated Project Cost	\$ 666,000,000	
Allocations to 30 September 2002	27,575,000	ACCUM. PCT. OF EST. FED. COST
Conference Allowance for FY 2003	TBD	
Allocation for FY 2003	TBD	
Allocations through FY 2003	TBD	TBD
Allocation Requested for FY 2004	196,000	TBD
Programmed Balance to Complete After FY 2004	TBD	
Unprogrammed Balance to Completed After FY 2004	TBD	

PHYSICAL DATA

Channels and Canals:

Southwest Pass: 55 feet deep (Mean Low Gulf) by 750 feet wide, 17.5 miles.

Southwest Pass Bar Channel: 55 feet deep (Mean Low Gulf) by 600 feet wide from Mile 18.0 below Head of Passes to the -55 foot (Mean Low Gulf) contour in the Gulf of Mexico (Mile 22.1 below Head of Passes)

Mississippi River: 55 feet deep (Mean Low Gulf) by 750 feet wide, 233 miles long.

Baton Rouge Turning Basin: 55 feet deep (Mean Low Gulf) by 1,600 feet wide, 4,000 feet long.

Breakwaters and Seawalls:

Control and contraction structures in South Pass and Pass-a-Loutre. Size and number of structures to be determined in the future.

Mitigation Measures:

Underwater dredged material sill at Mile 64 Above Head of Passes (top elevation -55.0 Mean Low Gulf), modifications to the Belle Chasse water treatment plant with water supply pipelines to the West Pointe-a-la-Hache and Boothville water treatment plants, and construction of a water supply reservoir at Davant, LA, to supply the East Pointe-a-la-Hache water treatment plant.

JUSTIFICATION: According to the latest data, the ports of South Louisiana, Baton Rouge, New Orleans, and Plaquemines are ranked as the first, fourth, sixth, and seventh ports in the United States, respectively, based on the total tonnage of waterborne commerce. Collectively, these ports represent the greatest concentration of Waterborne Commerce in the United States. Much of this commerce is in liquid bulk and dry bulk oceangoing cargo which could be shipped much more economically using a deeper channel. The cargo was previously shipped in smaller ships or in lightly loaded larger ships over the 40-foot deep channel. The construction of the 45-foot channel has resulted in significant savings in the transportation cost of the oceangoing commerce moving over the channel. Deepening the channel to 55 feet will result in additional significant savings. The average annual benefits, all navigation, are \$1,292,000,000, based on October 1980 prices.

Existing Commerce (000 tons):

Commodity	1991 (000)	1992 (000)	1993 (000)	1994 (000)	1995 ¹ (000)
Coal and Coal Products	55,257	51,694	42,295	42,175	43,411
Petroleum and Petroleum Products	67,046	69,173	72,331	70,081	69,582
Crude Petroleum	48,687	52,459	58,877	60,997	55,467
Chemicals and Chemical Products	35,256	36,608	38,511	44,979	46,443
Crude Materials, Inedible (except fuels)	36,478	35,381	36,919	40,903	41,300
Primary Manufactured Goods	11,792	10,544	13,476	27,078	28,255
Food & Farm Products	39,045	42,169	39,533	38,317	40,727
Corn	70,059	72,743	65,121	59,522	80,655
Wheat	16,705	21,455	16,223	12,820	13,971
Soybeans	30,171	33,111	31,718	29,911	33,630
Manufactured Equip, Machinery & Products	824	845	980	876	938
Miscellaneous	76	161	164	192	266
Total	411,396	426,343	416,148	427,851	454,645

¹ Latest available information.

The average deep draft tonnage trafficked thru the project from 1979 thru 1989 was 183,197,960 tons. The deep draft savings per ton for liquid bulk cargo is \$4.60; for dry bulk cargo, \$6.60, and for general cargo, \$.90. The ships expected to traffic the project in the future would carry up to 150,000 DWT (dead weight tons). Dredged material will be deposited on lands adjacent to the channel from Venice, Louisiana to the Gulf of Mexico. A substantial amount of these lands are within existing rights-of-way. Disposal for construction work above Venice, Louisiana, will be accomplished in the main channel of the Mississippi River.

FISCAL YEAR 2004: The requested amount will be applied as follows:

Continue:	
Planning, Engineering and Design - Phase I, Mitigation	\$ 196,000
Total	\$ 196,000

NON-FEDERAL COSTS: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Acts of 1986 and 1988, the non-Federal sponsor must comply with the requirements listed below.

Requirements of Local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Phase I, 45', Gulf - Mile 181.0	\$ 164,000	\$
Provide lands, easements, rights-of-way and dredged material disposal areas.		
Modify or relocate pipelines and submarine cables where necessary for the construction of the project.	6,795,000	
Dredge New Orleans Harbor.	1,146,000	
Pay 25 percent of costs to construct the channel to 45 feet (cash contributions and/or equivalent work).	3,237,000	
Pay 25 percent of costs for mitigation reimbursement contributions and/or equivalent work.	6,652,000	
Pay maintenance dredging costs adjacent to New Orleans harbor wharves.		1,557,000
Pay an additional 10 percent of the cost allocated to deep draft navigation within a period of 30 years following completion of construction [which is partially offset by a credit allowed for the value of lands, easements, rights-of-way, relocations and dredged material disposal areas].	1,279,000	
Subtotal, Phase I	\$ 19,273,000	\$ 1,557,000

Requirements of Local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Phase II, 45', Mile 181 to Baton Rouge	\$ 736,000	\$
Modify or relocate pipelines and submarine cables where necessary for the construction of the project.		
Pay 25 percent of costs to construct the channel to 45 feet (cash contributions).	1,531,000	
Subtotal, Phase II	\$ 2,267,000	
Phase III, 55', Gulf to Baton Rouge		
Provide lands, easements, rights-of-way and dredged material disposal areas.	\$ 466,000	
Modify or relocate pipelines and submarine cables where necessary for the construction of the project.	298,372,000	
Pay 25 percent of costs to construct the channel to 45 feet (cash contributions).	1,560,000	
Pay 50 percent of costs to construct the channel from 45 feet to 55 feet (cash contributions).	153,062,000	
Pay 50 percent of maintenance dredging costs between 45 feet and 55 feet.		54,405,000
Subtotal, Phase III	\$ 453,460,000	\$ 54,405,000
Project Total	\$ 475,000,000	\$ 55,962,000

The non-Federal sponsor has agreed to make all payments of first costs (excluding the reimbursement) concurrently with project construction and to pay an additional 10 percent reimbursement of the costs allocated to deep draft navigation less a credit for the value of lands, easements, rights-of-way, relocations, and dredged material disposal area, within a period of 30 years following completion of construction.

STATUS OF LOCAL COOPERATION: On 13 September 1985, the Governor of the State of Louisiana designated the Louisiana Department of Economic Development, formerly the Department of Commerce, as the local sponsor for the project. A Local Cooperation Agreement for a 45-foot channel from the Gulf of Mexico to Mile 181 Above Head of Passes (Phase I) was executed on 30 June 1986. The first supplement to the Local Cooperation Agreement reflecting the Water Resources Development Act of 1986 cost-sharing provisions was executed on 15 June 1987. A second supplement reflecting the changes required by the Water Resources Development Act of 1988 was executed on 25 June 1990. A third supplement was executed on 28 May 1993 that provides for the local sponsor to construct the permanent saltwater intrusion mitigation facilities. (See Other Information for more details). A Project Cooperation Agreement for the 45-foot channel from Mile 181 to Mile 232.4 (Phase II) was executed on 3 September 1993.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal cost estimate of \$189,800,000 is an increase of \$7,000,000 from the latest estimate (\$182,800,000) presented to Congress (FY 2003). This change includes the following item:

Item	Amount
Price Escalation on Construction Features	\$ 7,000,000
Total	\$ 7,000,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The final Environmental Impact Statement was filed with the Environmental Protection Agency on 2 July 1982. A Supplemental Information Report to this final Environmental Impact Statement addressing the prototype dredging of Fairview Crossing was filed with the Environmental Protection Agency on 28 July 1983. A similar report addressing construction of a prototype saltwater intrusion sill was filed with the Environmental Protection Agency on 14 September 1983. A Supplemental Information Report addressing the underwater dredged material sill at Mile 64 Above Head of Passes, to mitigate for increased saltwater intrusion, was filed with the Environmental Protection Agency on 24 September 1985. An Environmental Assessment/Finding of No Significant Impact for the Venice, Louisiana to Mile 181 Above Head of Passes reach, for dredging four crossings and the approach channels to berthing areas in New Orleans Harbor, was filed with the Environmental Protection Agency on 18 December 1987. Another Environmental Assessment/Finding of No Significant Impact addressing the interim saltwater mitigation plan and revised marsh creation quantities was filed with the Environmental Protection Agency on 22 April 1987. Another Environmental Assessment/Finding of No Significant Impact addressing the training works required at four crossings between mile 181 Above Head of Passes and mile 232.4 Above Head of Passes was signed on 13 July 1990. Another Environmental Assessment/Finding of No Significant Impact addressing the permanent saltwater intrusion mitigation plan (water pipeline construction) was signed on 15 January 1991. An Environmental Assessment/Finding of No Significant Impact evaluating dredging of Sardine Point was completed 1 April 1991.

OTHER INFORMATION: Funds to initiate preconstruction engineering and design were appropriated in Fiscal Year 1982, and funds to initiate construction were appropriated in Fiscal Year 1985.

Dredging of the 45-foot channel south of New Orleans to the Gulf of Mexico was completed on 1 December 1987. Dredging of the 45-foot channel from New Orleans to Mile 181 Above Head of Passes was completed on 17 December 1988. Dredging of the 45-foot channel from Mile 181 Above Head of Passes to Baton Rouge (Mile 232.4) was completed on 9 December 1994.

As a result of severe drought conditions in the midwest part of the country during the summer of 1988, interim saltwater intrusion mitigation measures for the 45-foot channel were implemented on 30 June 1988, with construction of an underwater dredged material sill in the Mississippi River at Mile 63.7 Above Head of Passes which was completed to an elevation of -45.0 feet NGVD on 1 August 1988.

Part of the interim mitigation plan was to barge fresh water to the three municipal water treatment plants at Boothville and at East and West Pointe-a-la-Hache, Louisiana, downstream of the sill. Approximately 101 million gallons of water was barged, commencing on 14 July 1988 and continuing through 2 December 1988. Operations and Maintenance, General, funds were used for both the barging operation and sill construction. The intrusion event was dealt with effectively, and both the sill and the barging of freshwater to Lower Plaquemines Parish were demonstrated to be practicable.

The permanent mitigation plan involves the State of Louisiana assuming the responsibility for Plaquemines Parish to upgrade their existing water distribution system to handle the increase in saltwater intrusion caused by the 45-foot channel. The Corps of Engineers has reimbursed the State for the Federal share (75%) of the cost for this plan. Federal participation in the construction of the permanent mitigation plan is limited by a cost cap. The cost cap was incorporated into the third supplemental local cooperation agreement for Phase I. The cost cap is based on the least costly Federal alternative which is the cost to barge water to Plaquemines Parish during times of increased salinity caused by the deeper channel over the 50-year project life. Once the cost of the permanent mitigation plan equals or exceeds the cost cap, Federal participation in mitigation for Phase I of the project will end. Construction of the permanent mitigation plan began on 21 October 1993. The Corps remains responsible for construction of the underwater sill to mitigate above Mile 64 above Head of Passes when required. Design Memorandum Supplement No. 6 covering the permanent mitigation plan was approved on 7 December 1992.

Phase II of the project provides for the construction of the 45-foot channel from mile 181.0 to Baton Rouge. Language contained in the Fiscal Year 1993 Energy and Water Development Appropriations Conference Report directed the Corps to initiate construction of Phase II immediately after execution of the Project Cooperation Agreement. The Project Cooperation Agreement was executed on 3 September 1993. Construction of the 45-foot channel in this reach began on 31 July 1994 and was completed on 9 December 1994.

The State of Louisiana requested a preliminary analysis of Phase III, the remaining work on the authorized project. This analysis included a review of cost estimates and design assumptions and proposals for maintenance dredging reductions. Based on the results of this analysis, the State of Louisiana requested the Corps to proceed with a General Design Memorandum for the Phase III work. A General Design Memorandum is scheduled for submission in March 2004.

SUMMARIZED FINANCIAL DATA FOR PROGRAMMED SEPARABLE ELEMENTS:

PHASE I

Estimated Appropriation Requirement		
(Corps of Engineers)		\$ 29,666,000
Programmed Construction	TBD	
Unprogrammed Construction	TBD	
Estimated Appropriation Requirement		
(US Coast Guard)		TBD
Programmed Construction	TBD	
Unprogrammed Construction	TBD	
Estimated Total Appropriation Requirement		\$29,666,000
Programmed Construction	TBD	
Unprogrammed Construction	TBD	
Future Non-Federal Reimbursement		(1,279,000)
Programmed Construction	TBD	
Unprogrammed Construction	TBD	
Estimated Federal Cost (Ultimate)		
(Corps of Engineers)		\$28,387,000
Programmed Construction	TBD	
Unprogrammed Construction	TBD	
Estimated Non-Federal Cost (Ultimate)		\$ 19,273,000
Programmed Construction	TBD	
Cash Contributions	TBD	
Other Costs	TBD	
Reimbursements	TBD	
Navigation	TBD	
Unprogrammed Construction	TBD	
Total Estimated Programmed Construction Cost		TBD
Total Estimated Unprogrammed Construction Cost		TBD
Total Estimated Project Cost		\$ 47,660,000

REMAINING BENEFIT - REMAINING COST RATIO FOR PHASE I: Not applicable because construction is complete.

TOTAL BENEFIT - COST RATIO FOR PHASE I: The Phase I channel has been complete since 1988. A total benefit-cost ratio was not computed for Phase I as a separable element.

PHASE II

Estimated Appropriation Requirement (Corps of Engineers)		\$ 4,594,000
Programmed Construction	TBD	
Unprogrammed Construction	TBD	
Estimated Appropriation Requirement (US Coast Guard)		TBD
Programmed Construction	TBD	
Unprogrammed Construction	TBD	
Estimated Total Appropriation Requirement		\$4,594,000
Programmed Construction	TBD	
Unprogrammed Construction	TBD	
Future Non-Federal Reimbursement		TBD
Programmed Construction	TBD	
Unprogrammed Construction	TBD	
Estimated Federal Cost (Ultimate) (Corps of Engineers)		\$4,594,000
Programmed Construction	TBD	
Unprogrammed Construction	TBD	
Estimated Non-Federal Cost (Ultimate)		\$ 2,267,000
Programmed Construction	TBD	
Cash Contributions	TBD	
Other Costs	TBD	
Reimbursements	TBD	
Unprogrammed Construction	TBD	
Total Estimated Programmed Construction Cost		TBD
Total Estimated Unprogrammed Construction Cost		TBD
Total Estimated Project Cost – Phase II		\$ 6,861,000

REMAINING BENEFIT - REMAINING COST RATIO FOR PHASE II: Not applicable because construction is complete.

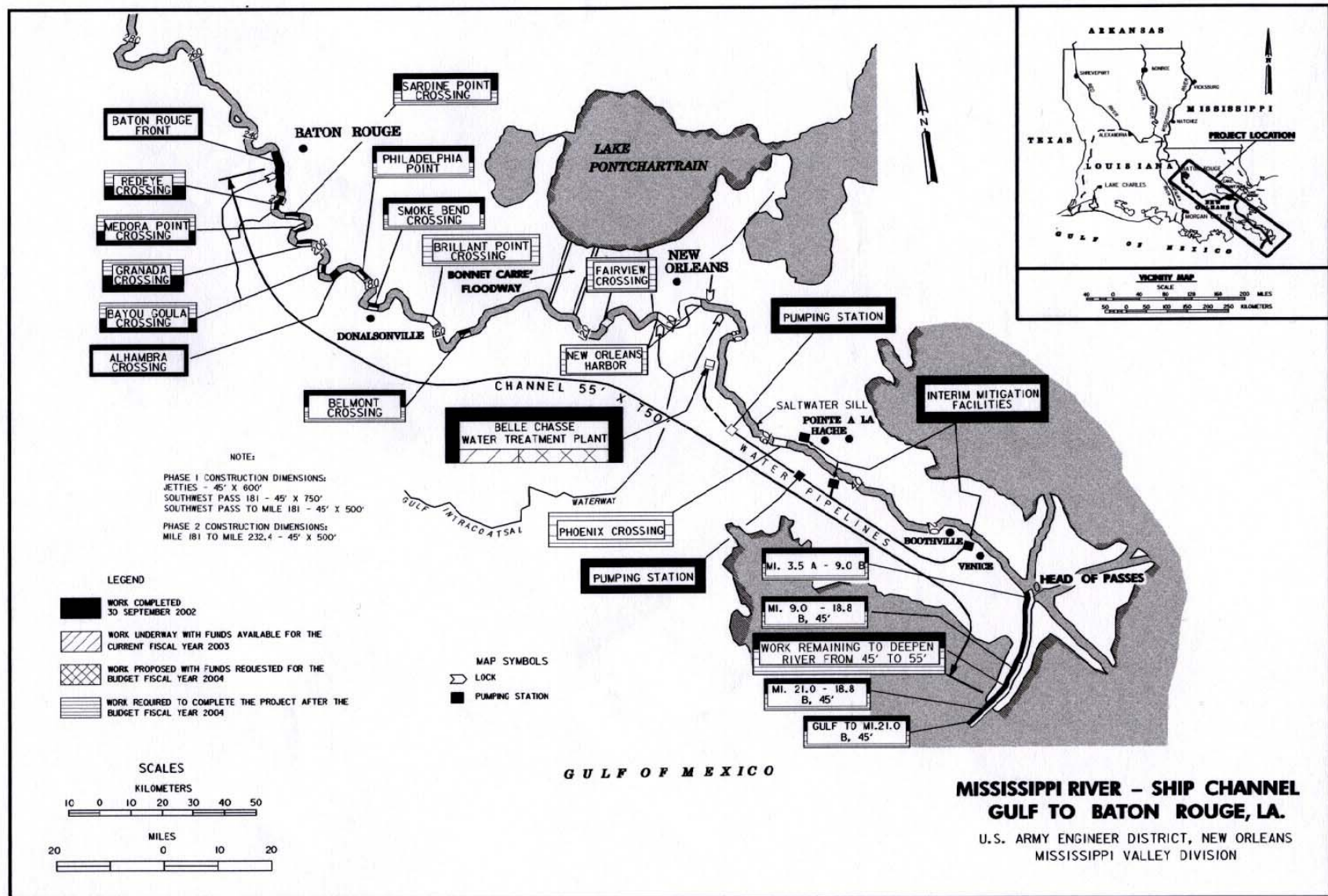
TOTAL BENEFIT-COST RATIO FOR PHASE II: The Phase II channel was completed on 9 December 1994.

PHASE III

Estimated Appropriation Requirement (Corps of Engineers)			\$ 156,819,000
Programmed Construction	TBD		
Unprogrammed Construction	TBD		
Estimated Appropriation Requirement (US Coast Guard)			\$ 1,200,000
Programmed Construction	TBD		
Unprogrammed Construction	TBD		
Estimated Total Appropriation Requirement			\$ 158,019,000
Programmed Construction	TBD		
Unprogrammed Construction	TBD		
Future Non-Federal Reimbursement			\$ 0
Programmed Construction	TBD		
Unprogrammed Construction	TBD		
Estimated Federal Cost (Ultimate) (Corps of Engineers)			\$ 156,819,000
Programmed Construction	TBD		
Unprogrammed Construction	TBD		
Estimated Non-Federal Cost (Ultimate)			\$ 453,460,000
Programmed Construction	TBD		
Cash Contributions	TBD		
Other Costs	TBD		
Reimbursements	TBD		
Unprogrammed Construction	TBD		\$ 453,460,000
Cash Contributions	TBD		
Other Costs	TBD		
Reimbursements	TBD		
Total Estimated Programmed Construction Cost			TBD
Total Estimated Unprogrammed Construction Cost			TBD
Total Estimated Project Cost – Phase III			\$ 611,479,000

REMAINING BENEFIT - REMAINING COST RATIO FOR PROGRAMMED SEPARABLE ELEMENTS: The remaining benefit - remaining cost ratio for Phase III is being determined in the GDM studies which are currently underway.

TOTAL BENEFIT - COST RATIO FOR PROGRAMMED SEPARABLE ELEMENTS: The total benefit - cost ratio for Phase III is being determined in the GDM studies which are currently underway.



APPROPRIATION TITLE: Construction, General – Channels and Harbors (Navigation)

PROJECT: Mississippi River Between the Ohio and Missouri Rivers (Regulating Works), Missouri and Illinois (Continuing)

LOCATION: The project involves improvement of the Mississippi River from the mouth of the Ohio River to the mouth of the Missouri River at mile 195 above the mouth of the Ohio River. The project covers the following counties: (Missouri) St. Louis, Jefferson, Ste. Genevieve, Perry, Cape Girardeau, Scott, Mississippi; (Illinois) Madison, St. Clair, Monroe, Randolph, Jackson, Union, Alexander, and Pulaski.

DESCRIPTION: The project consists of a navigation channel 9 feet deep and not less than 300 feet wide with additional width in bends, from the mouth of the Ohio River to the northern boundary of the City of St. Louis, a distance of approximately 191 miles, thence 200 feet wide, with additional width in bends, to the mouth of the Missouri River. It will be achieved by means of dikes, revetment, construction dredging, and rock removal. All work is programmed.

AUTHORIZATION: River and Harbor Acts of 1910, 1927, and 1930.

REMAINING BENEFIT-REMAINING COST RATIO: 22.9 to 1 at 2.5 percent.

TOTAL BENEFIT-COST RATIO: 10.5 to 1 at 2.5 percent.

INITIAL BENEFIT-COST RATIO: 4.5 to 1 at 2.5 percent (FY 1961).

BASIS OF BENEFIT-COST RATIO: Benefits are based on the Upper Mississippi River Master Plan Report of 1982 at 1986 price levels.

SUMMARIZED FINANCIAL DATA		ACCUM PCT OF EST FED COST	STATUS (1 Jan 2003)	PCT CMPL	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost	\$ 271,000		Entire Project	TBD	TBD
Estimated Non-Federal Cost	0				
Cash Contributions	0				
Other Cost	0				
PHYSICAL DATA					
Total Estimated Project Cost	\$ 271,000		Channel 195 miles		
Allocations to 30 September 2002	\$203,290		Ohio River to St. Louis 9 x 300 feet		
Conference Allowance for FY 2003	TBD		St. Louis to Missouri River 9 x 200 feet		
Allocations for FY 2003	TBD				
Allocations through FY 2003	TBD	TBD			
Allocation Requested for FY 2004	1,700,000	TBD			
Programmed Balance to Complete After FY 2004	TBD				
Unprogrammed Balance to Complete After FY 2004	TBD				

JUSTIFICATION: The Mississippi River between the Ohio and Missouri Rivers is a major artery of the inland waterway system. Commerce in this reach has increased from 4,500,000 tons in 1945 to 119,091,000 tons in 2001 worth approximately \$15 billion. Commerce is expected to increase to 167,000,000 tons by the year 2020; therefore, it is essential that construction of project works be continued at a rate which will insure 9-foot channel depths for a year-round navigation season. The average annual benefits, all navigation, are \$261,809,000.

FISCAL YEAR 2004: The requested amount will be applied as follows:

Continue:	
Lands and Damages	\$ 222,000
Thompson Bend Riparian Corridor	30,000
Project Dedicated Operating Equipment	100,000
Planning, Engineering and Design	1,338,000
Supervision and Administration	10,000
Total	\$ 1,700,000

NON-FEDERAL COST: None

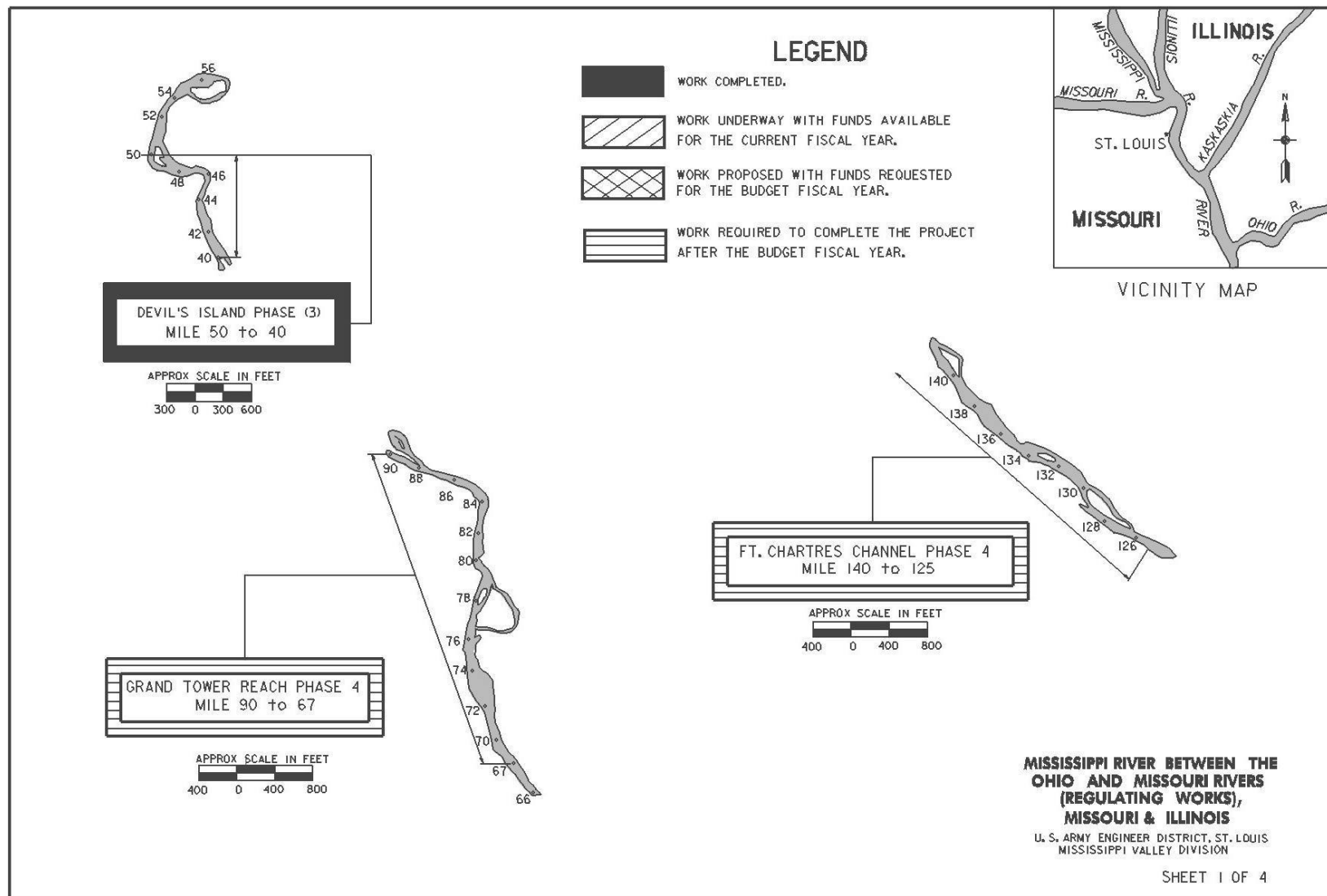
STATUS OF LOCAL COOPERATION: Not applicable.

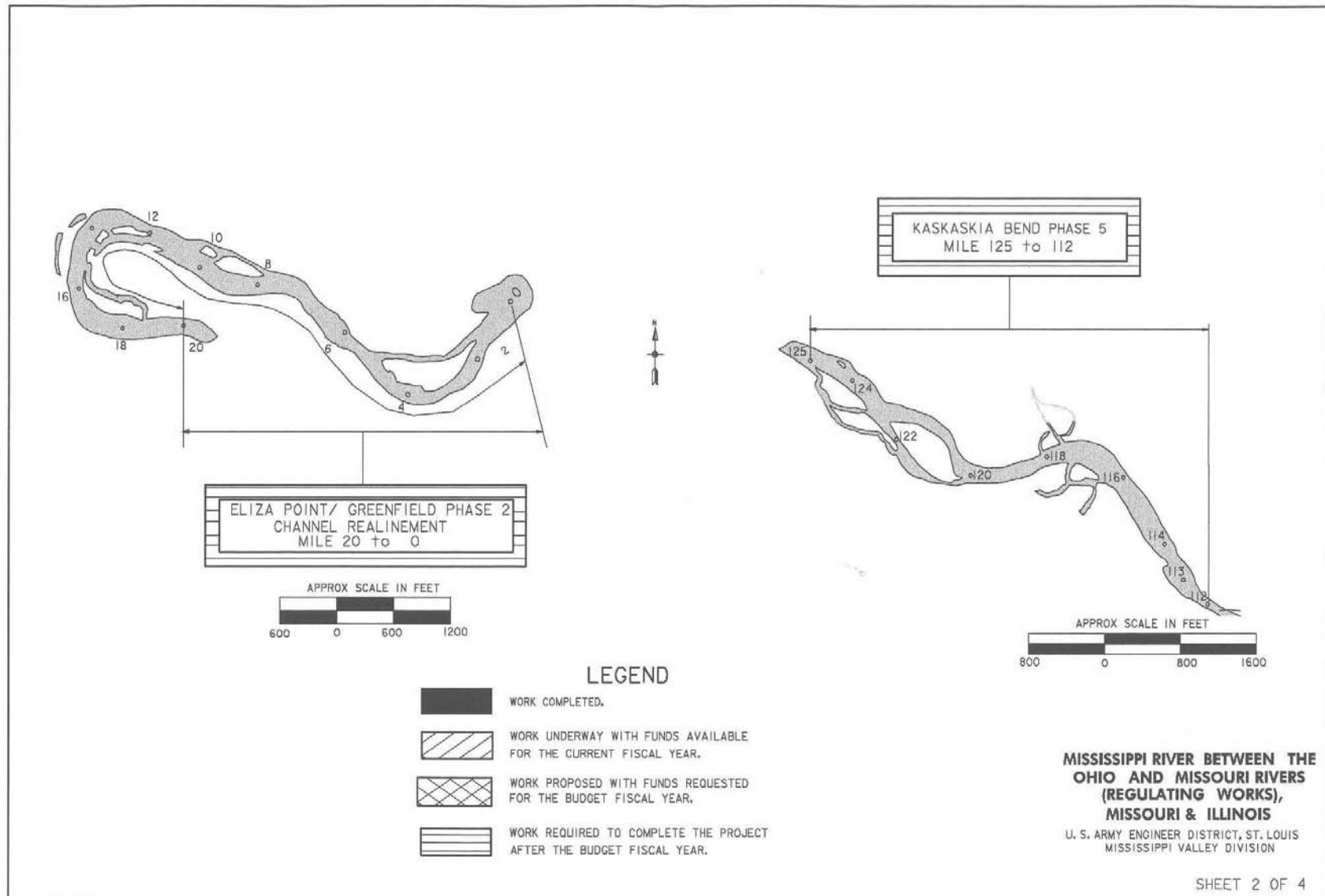
COMPARISON OF FEDERAL COST ESTIMATES: The current Federal cost estimate of \$271,000,000 is an increase of \$3,220,000 from the latest estimate (\$267,780,000) presented to Congress (FY 2003). This change includes the following item:

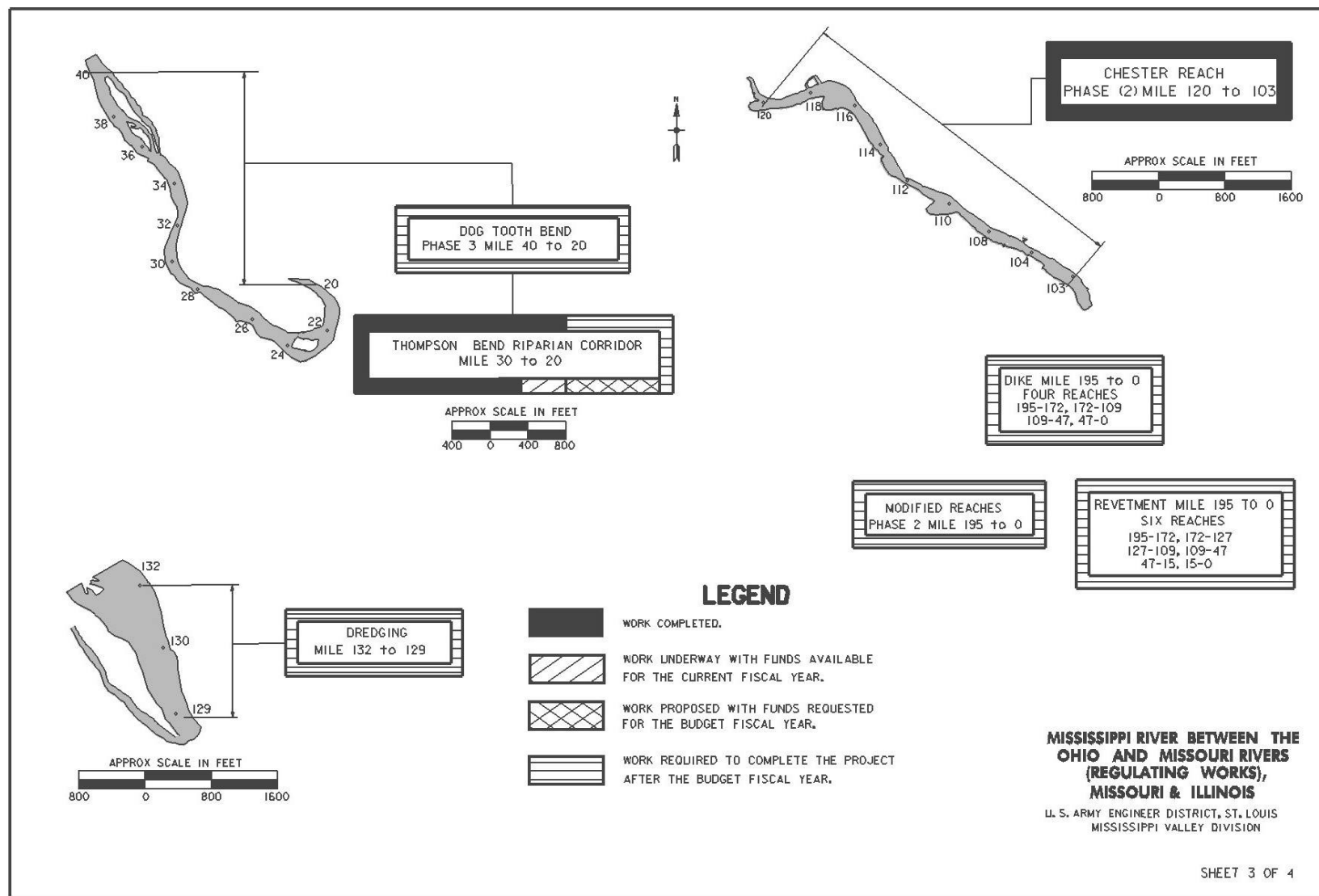
Item	Amount
Price Escalation on Construction Features	\$ 3,220,000
Total	\$ 3,220,000

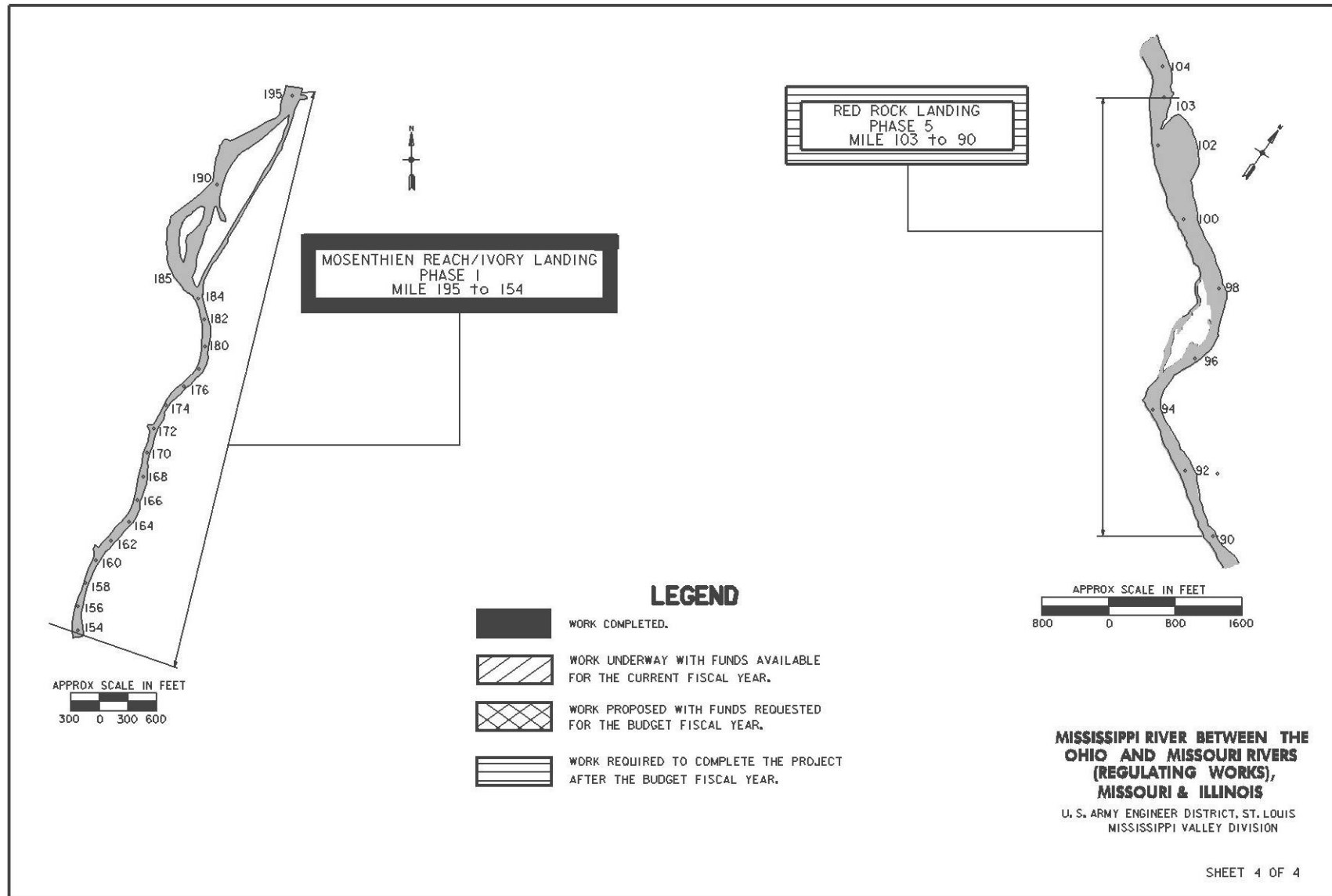
STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The final Environmental Impact Statement was filed with the Council on Environmental Quality on 8 April 1976 and published in the Federal Register on 23 April 1976. An Environmental Analysis was completed for the Rock Removal and Finding of No Significant Impact signed on 28 October 1988.

OTHER INFORMATION: Planning was initiated prior to 1910, and construction was initiated in 1910. This project requires no mitigation.









APPROPRIATION TITLE: Construction, General – Locks and Dams (Navigation)

PROJECT: Melvin Price Lock and Dam, Illinois and Missouri (Continuing)

LOCATION: Melvin Price Lock and Dam is located in Madison County, Illinois, and St. Charles County, Missouri, in the vicinity of Alton, Illinois, at approximately mile 200.8 above the mouth of the Ohio River.

DESCRIPTION: The project includes one 1,200-foot lock; one 600-foot lock (see Other Information); a gated dam with 9 tainter gates, an overflow dike; removal of most of the existing structure; relocation/abandonment of the Burlington-Northern Railroad bridge and a visitors center. Mitigation land was provided to compensate for wildlife losses due to creation of a new pool for the two-mile distance downstream of the existing structure. Recreation facilities will be developed with the city of Alton, Illinois, consistent with the Water Resources Development Acts of 1986, 1990, 1992, and 1996. The project is part of the Upper Mississippi River Navigation System. All work is programmed.

AUTHORIZATION: Internal Revenue Code of 1954, Title I – Replacement of Locks and Dam 26; Water Resources Development Acts of 1986, 1990, 1992, and 1996; and the Consolidated Appropriations Act, 2001, PL 106-554.

REMAINING BENEFIT-REMAINING COST RATIO: The remaining benefit-remaining cost ratio is not applicable since the project is nearing completion.

TOTAL BENEFIT-COST RATIO: 2.1 to 1 at 6 7/8 percent.

INITIAL BENEFIT-COST RATIO: 1.6 to 1 at 6 7/8 percent (FY 1974).

BASIS OF BENEFIT-COST RATIO: Benefits are based on Supplement No. 2 to Design Memorandum No. 2, approved on 31 August 1979 at October 1978 price levels.

SUMMARIZED FINANCIAL DATA		ACCUM PCT OF EST FED COST	STATUS (1 Jan 2003)	PCT CMPL	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost		\$743,733,000	Entire Project	TBD	TBD
Estimated Non-Federal Cost		8,953,000	Lock and Dam	TBD	Dec 1994
Cash Contribution	\$8,953,000		Open to Navigation	100	Feb 1990
Other	0				
PHYSICAL DATA					
Total Estimated Project Cost		\$752,686,000	Locks: One – 1,200 feet x 110 feet		
Allocations to 30 September 2002		\$731,932,000	One – 600 feet x 110 feet (see Other Information)		
Conference Allowance for FY 2003		TBD	Dam: Non-navigable 9 tainter gates		
Allocation for FY 2003		TBD	Overflow Dike: Earth Embankment, 2000 feet		
Allocations through FY 2003		TBD	Spur Dike: Earth Embankment, 2.4 miles		
Allocation Requested for FY 2004		600,000	Relocations:		
Programmed Balance to Complete after FY 2004		TBD	Roads (\$2,233,000)		
Unprogrammed Balance to Complete after FY 2004		0	Railroad (\$13,933,000)		
			Utilities (\$15,959,000)		
			Pumping Plant: One – 225 cubic feet per second		
			Lands and Damages:		
			Acres – 4,286; Type – Predominantly crop, brush,		
			and timberland and some commercial, recreational,		
			and industrial land and improvements fronting the		
			river.		
			Improvements – Industrial, commercial, and		
			recreation buildings.		

JUSTIFICATION: The poor physical condition of the old Locks and Dam No. 26 and the inability of the locks to handle current and projected traffic without costly delays made replacement imperative. Both the dam and locks were set on piles, which were driven into the riverbed sands and were not supported by bedrock. The structure, which was placed in operation in 1938, had a history of excessive deflections, settlements, and loss of foundation material. Remedial measures were undertaken to correct deficiencies, but permanent repair of the old structure was impractical because of engineering and cost considerations. The average annual waterborne commerce tonnage (1993-2002) was 74.8 million tons valued at approximately \$10 billion. Grains, chemicals, petroleum, and coal account for 90 percent of this traffic. Because of the small size of the locks, multiple lockages were required to pass a complete tow measuring 1,200 feet in length. The average delay to tows at the old Locks No. 26 was approximately 10.5 hours. Based on the Master Plan Study (authorized by P.L. 95-502), a single lock 110 feet wide by 1,200 feet long would have an estimated capacity of 94 to 100 million tons per year. The length of 1,200 feet permits tows to lock through as a single unit, thus eliminating the delays from double locking and congestion. Future tow sizes are expected to remain at 110 feet wide by 1,200 feet long. Total transportation charges for commodity movements by inland water range between 40 and 60 percent lower than least cost alternative modes. More than 60 percent of traffic is grain, the bulk of which is for export. Average annual benefits are as follows:

Annual Benefits	Amount
Navigation	\$ 82,678,000
Recreation	469,000
Total	\$ 83,147,000

FISCAL YEAR 2004: The requested amount will be applied as follows:

Initiate:	
Public Access Facilities	\$ 54,000
Continue:	
As-Built Drawings	10,000
O&M Manuals	100,000
Visitor Center Exhibits	181,000
Miscellaneous Operating Equipment	21,000
Planning, Engineering and Design	174,000
Supervision and Administration	60,000
Total	\$ 600,000

NON-FEDERAL COST: In accordance with the cost-sharing and financing concepts reflected in the Water Resources Development Act of 1986, as amended, which are applicable to unstarted separable elements, the non-Federal sponsor must comply with the requirements listed below.

Requirements of Local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Pay one-half of the separable and joint costs allocated to recreational navigation.	\$6,495,000	\$352,000
Pay 86 percent of the separable and joint costs allocated to public access roads.	1,406,000	
Pay 23.2 percent of the separable and joint costs allocated to Visitor Center exhibits.	1,052,000	
Total Non-Federal Costs	\$8,953,000	\$352,000

STATUS OF LOCAL COOPERATION: The Water Resources Development Act of 1990 contains provisions that allow the state of Illinois and the Corps to enter into a Project Cost-sharing Agreement (PCA) for the construction of riverfront recreation facilities. The Water Resources Development Act of 1992 amended the 1990 Act by allowing cost sharing with other non-Federal interests. Public Law 106-554 directs the Corps to enter into an agreement that allows the City of Alton, Illinois, to construct recreation facilities and the Corps to reimburse the city for 50 percent of the cost. Approximately \$13 million in recreation facilities will be cost-shared. The City of Alton, Illinois, submitted a letter of intent dated 4 June 2001 for sharing the cost of developing recreation facilities along the riverfront at Alton, in the vicinity of the existing structure. A plan for recreational development was prepared, but approval is pending successful resolution of comments. Construction of the recreation facilities will be initiated when a PCA is executed.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal cost estimate of \$743,733,000 is an increase of \$751,000 from the latest estimate (\$742,982,000) presented to Congress (FY 2003). This change includes the following items:

Item	Amount
Price Escalation on Construction Features	\$ 786,000
Post Contract Award and Other Estimating Adjustments (including contingency adjustments)	- 35,000
Total	\$ 751,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The final Environmental Impact Statement was filed with the Council on Environmental Quality on 24 August 1976 and published in the Federal Register on 8 September 1976.

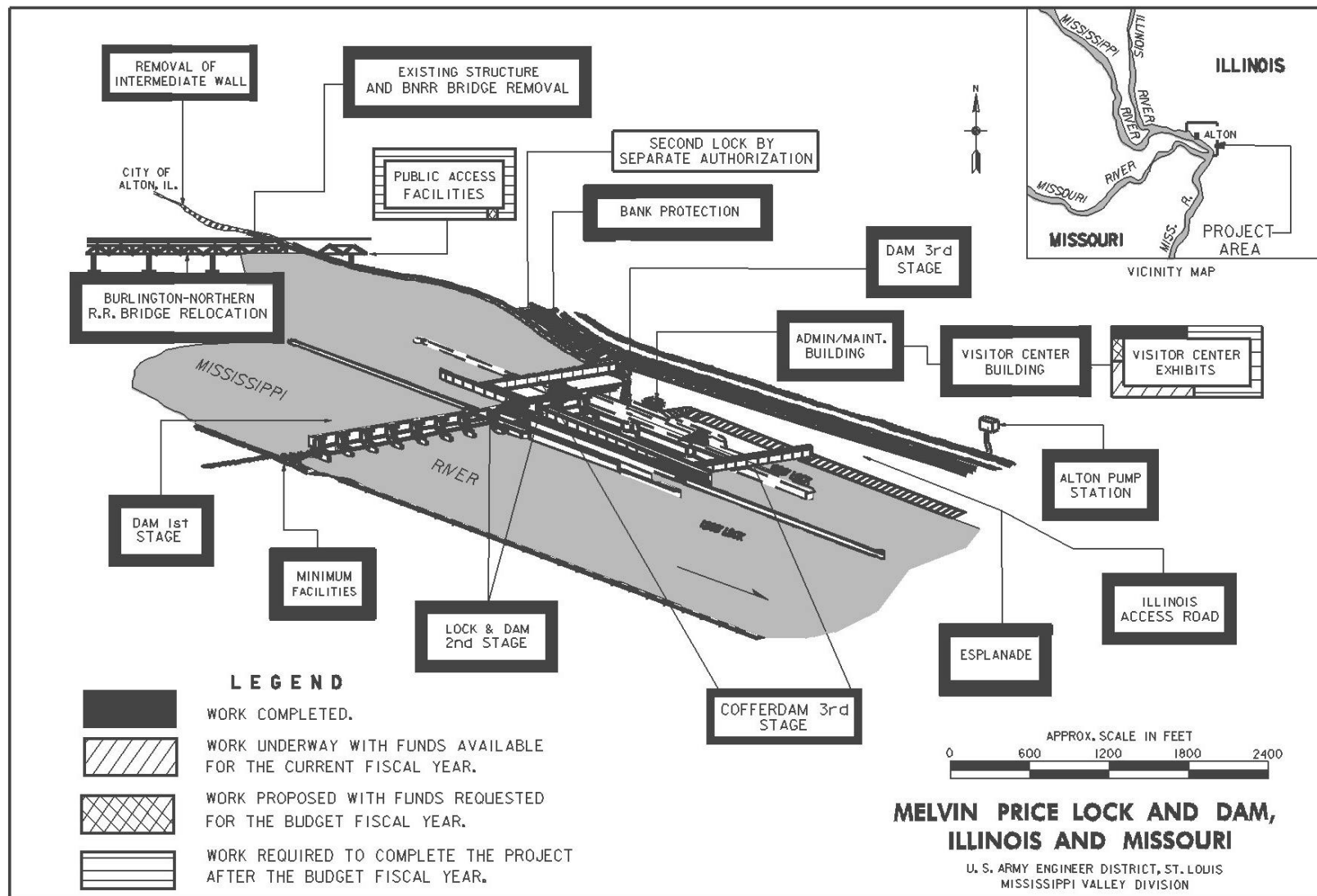
OTHER INFORMATION: Funds to initiate preconstruction engineering and design were appropriated in Fiscal Year 1970, and funds to initiate construction were appropriated in Fiscal Year 1974.

In accordance with Public Law 97-118, the project name changed from Lock and Dam 26 (Replacement) to Melvin Price Lock and Dam.

Dredge material disposal sites were used on Ellis Island during construction, but this phase is complete and no further construction dredging is expected.

The completed 600-foot second lock was funded as a separate project, cost shared with the Inland Waterways Trust Fund. The second lock was authorized by the Supplemental Appropriations Act of 1985 and the Water Resources Development Act of 1986.

Fish and Wildlife mitigation costs are \$2,962,000.



APPROPRIATION TITLE: Construction, General - Channels and Harbors (Navigation)

PROJECT: Inner Harbor Navigation Canal Lock, Louisiana (Continuing)

LOCATION: The project is located within the City of New Orleans, Louisiana, in Orleans Parish. It is a combined deep and shallow draft canal extending northward from the Mississippi River to Lake Pontchartrain.

DESCRIPTION: The plan of improvement consists of construction of a precast, floated-in, concrete lock; replacement of the St. Claude Avenue bridge with a new, low level double bascule bridge; construction of a temporary by-pass bridge at St. Claude Avenue; replacement of the center lift-span and raising of the towers on the Claiborne Avenue bridge; provisions for by-pass channels during construction; extension of the Mississippi River flood protection along the canal to the site of the new lock; and implementation of a community impact mitigation plan. All work is programmed.

AUTHORIZATION: River and Harbor Act of 1956, Water Resources Development Acts of 1976, 1986 and 1996.

REMAINING BENEFIT - REMAINING COST RATIO: 2.0 to 1 at 7-1/8 percent.

TOTAL BENEFIT - COST RATIO: 2.0 to 1 at 7-1/8 percent.

INITIAL BENEFIT - COST RATIO: 1.75 to 1 at 7-3/8 percent (FY 1961).

BASIS OF BENEFIT - COST RATIO: Benefits are from the Evaluation Report approved in February 1998 at October 1998 price levels.

SUMMARIZED FINANCIAL DATA			STATUS (1 Jan 2003)	PCT CMPL	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost (CoE)		\$ 704,000,000	Total Project	TBD	TBD
General Appropriations	\$ 392,786,000 ¹				
Inland Waterways Trust Fund	311,214,000				
Estimated Federal Cost (USCG)		45,000			
Estimated Non-Federal Cost		66,000,000			
Cash Contribution	37,983,000				
Other	28,017,000 ²				
Total Estimated Project Cost		\$770,045,000			

	GENERAL APPROPRIATIONS		INLAND WATERWAYS TRUST FUND	ACCUM. PCT. OF EST. FED. COST
	Deep Draft	Shallow Draft	Shallow Draft	
Allocations to 30 September 2002	0	38,366,000	38,366,000	
Conference Allowance for FY 2003	0	TBD	TBD	
Allocation for FY 2003	0	TBD	TBD	
Allocations through FY 2003	0	TBD	TBD	TBD
Allocation Requested for FY 2004	0	3,500,000	3,500,000	TBD
Programmed Balance to Complete After FY 2004	TBD	TBD	TBD	
Unprogrammed Balance to Complete After FY 2004	TBD	TBD	0	

¹ Includes Federal Deep Draft Cost of \$81,572,000 that are not cost shared with the Inland Waterways Trust Fund. Details are included in Supplement 1 to the Evaluation Report, approved by ASA (CW) September 2000.

² Non-compensable relocations that are the responsibility of the facility owners. Details are included in Supplement 1 to the Evaluation Report, approved by ASA (CW) September 2000.

Mississippi Valley Division

New Orleans District

Inner Harbor Navigation Canal Lock, Louisiana

3 February 2003

PHYSICAL DATA

Locks:

New Lock, 110 feet wide by 36 feet deep by 1,200 feet long
Levees and Floodwalls: 6 miles

Relocations:

Low Level Bridge, St. Claude
Avenue
Semi-High Level Bridge, Claiborne
Avenue

JUSTIFICATION: The existing Inner Harbor Navigation Canal Lock passes barge traffic between the Mississippi River and the Gulf Intracoastal Waterway at New Orleans and is a vital link in the Gulf Intracoastal Waterway system. The lock also is the connecting link for ship traffic between the Mississippi River-Gulf Outlet and the Mississippi River at New Orleans. Delays to the navigation traffic average 11 hours, with 24-36 hour delays common. The average annual tonnage shipped thru the lock by the barge traffic the last 10 years is about 21,000,000 tons. Coal, petroleum products and crude petroleum account for about 2/3 of the tonnage. Other major commodities include metallic ores, industrial chemicals and non-metallic minerals. The number of ships locked from 1970 through 1995 averaged about 197 per year. This is a reduction in ship lockage since 1961, and is due in part to the development of the Mississippi River-Gulf Outlet channel and the inadequacy of the Inner Harbor Navigation Canal Lock for ship traffic. Studies indicate that, with a new lock, barge traffic would generally be expected to increase to about 40,000,000 tons by 2035, with minimal delays, and that the number of ship lockages by 2035 could be approximately 500 per year. The maximum size ship that could use the new lock is a 68,000,000 DWT Dry Bulk vessel and a 46,000,000 DWT container vessel. Average annual benefits are as follows:

Annual Benefits	Amount
Navigation	\$ 88,466,000
Vehicular	6,547,000
Advanced Closure Navigation Losses Prevented	10,640,000
Savings to Existing Project	4,053,000
Total	\$ 109,706,000

FISCAL YEAR 2004: The requested amount will be applied as follows:

Continue:

Community Impact Mitigation Plan	\$ 500,000
Complete:	
Florida Ave Siphon Relocation	4,358,000
Planning, Engineering and Design	1,642,000
Supervision and Administration	500,000
Total	\$ 7,000,000

NON-FEDERAL COST: In accordance with the cost-sharing and financing concepts reflected in the Water Resources Development Act of 1986, the non-Federal sponsor must comply with the following requirements:

Requirements of Local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Modify or relocate utilities and facilities (except railroad bridges) where necessary for construction of the project. (Utility Owners)	\$ 28,017,000	\$
Non-Federal cash requirement based on the incremental cost increase between the Shallow Draft Plan and the Deep Draft Plan.	37,983,000	2,000
Total Non-Federal Costs	\$ 66,000,000	\$ 2,000

The costs of the new lock were apportioned between general cargo navigation (deep draft) and inland navigation (shallow draft). Those costs assigned to inland navigation (22 feet deep x 110 feet wide x 500 feet long), will be funded 50 percent from the Inland Waterways Trust Fund and 50 percent from the general fund of the U.S. Treasury. The costs of all lands, easements, rights-of-way, and dredged material disposal areas and the costs for utility relocations are included in the inland navigation Plan. Only the compensable relocations costs will be cost-shared 50/50. The non-compensable relocations will be the responsibility of the respective non-Federal owners. Those costs assigned to general cargo navigation will be cost-shared in accordance with Section 101 of the Water Resources Development Act of 1986. Details of this cost-sharing are included in Supplement No. 1 to the Evaluation Report approved by the ASA (CW) in September 2000.

STATUS OF LOCAL COOPERATION: The Port of New Orleans by letter dated 14 April 1997 expressed their intent to support the project and furnished their preliminary financing plan to provide their local share. The Project Cooperation of Agreement (PCA) was executed on 27 September 2001.

Mississippi Valley Division

New Orleans District

Inner Harbor Navigation Canal Lock, Louisiana

3 February 2003

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal cost estimate of \$704,045,000 is an increase of \$20,000,000 from the last estimate (\$684,045,000) presented to Congress (FY 2003). This change includes the following item:

Item	Amount
Price Escalation on Construction Features	\$20,000,000
Total	\$20,000,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The final Environmental Impact Statement for the project was submitted to the Environmental Protection Agency (EPA) in February 1998. The Record of Decision was issued in December 1998.

OTHER INFORMATION: Funds to initiate engineering and design were appropriated in Fiscal Year 1957. Funds to initiate construction were appropriated in Fiscal Year 1999.

The existing lock was completed in 1923 by non-Federal interests, and had been leased by the Federal Government since 1944. On 1 July 1986, the lock, adjacent land, and facilities were purchased from the Board of Commissioners of the Port of New Orleans for \$3,800,000. By purchasing the lock, the Corps received fee title to the lock and appurtenances with operation and maintenance responsibility for the St. Claude and Florida Avenue bridges transferring to the Board of Commissioners of the Port of New Orleans.

Based on Congressional committee guidance in the Fiscal Year 1991 Energy and Water Development Appropriations Bill, an Open Planning Process was adopted in an attempt to build consensus among the major stakeholders for siting the shiplock at the Inner Harbor Navigation Canal (Industrial Canal) site. The Corps and the Port of New Orleans were directed to "... develop a comprehensive plan to identify and mitigate to the maximum extent practicable, any adverse social and cultural impacts of the project." The plan will include "... measures to provide adequate housing, street circulation and enhanced neighborhood amenities to insure the communities adjacent to the project remain as complete, livable neighborhoods during and after construction of the project." The legislation specifically directed the Corps to strictly follow Federal historic preservation policies in evaluating the impact of lock replacement. Also, full compliance with the provisions of the 1986 Water Resources Development Act, which requires "full participation of members of minority groups living in the affected areas" in any work related to the replacement of the lock. Finally, the legislation directed the Corps to give "maximum consideration to lock replacement alternatives which minimize residential and business disruption while meeting the goal of improving waterborne commerce. The recommended plan for the lock replacement has complied with all of these requirements. Neighborhood groups, navigation interests, affected businesses, local, governmental officials, and the Port of New Orleans have comprised various committees that have discussed all the major aspects of the various alternatives studied at this site. The Corps of Engineers and the Port of New Orleans have provided the engineering, economic, and social analyses to these committees for their deliberations.

The final Evaluation Report, based on the Open Planning Process, was approved by HQUSACE in February 1998. The final Evaluation Report recommended that a deep draft lock, 36 feet deep by 110 feet wide by 1,200 feet long be constructed at the Industrial Canal site north of the existing lock using a prefabricated float-in construction method that would require no relocation of residents and that a comprehensive community impact mitigation plan (\$35 million) be implemented in conjunction with the project. The mitigation plan was authorized by the Water Resources Development Act of 1996. In an effort to continue to involve the local stakeholders in the implementation and formulation of the impact mitigation plan, a community based committee was formed. The Corps has entered into a Partnering Agreement with the committee for implementation of the mitigation plan throughout the construction period.

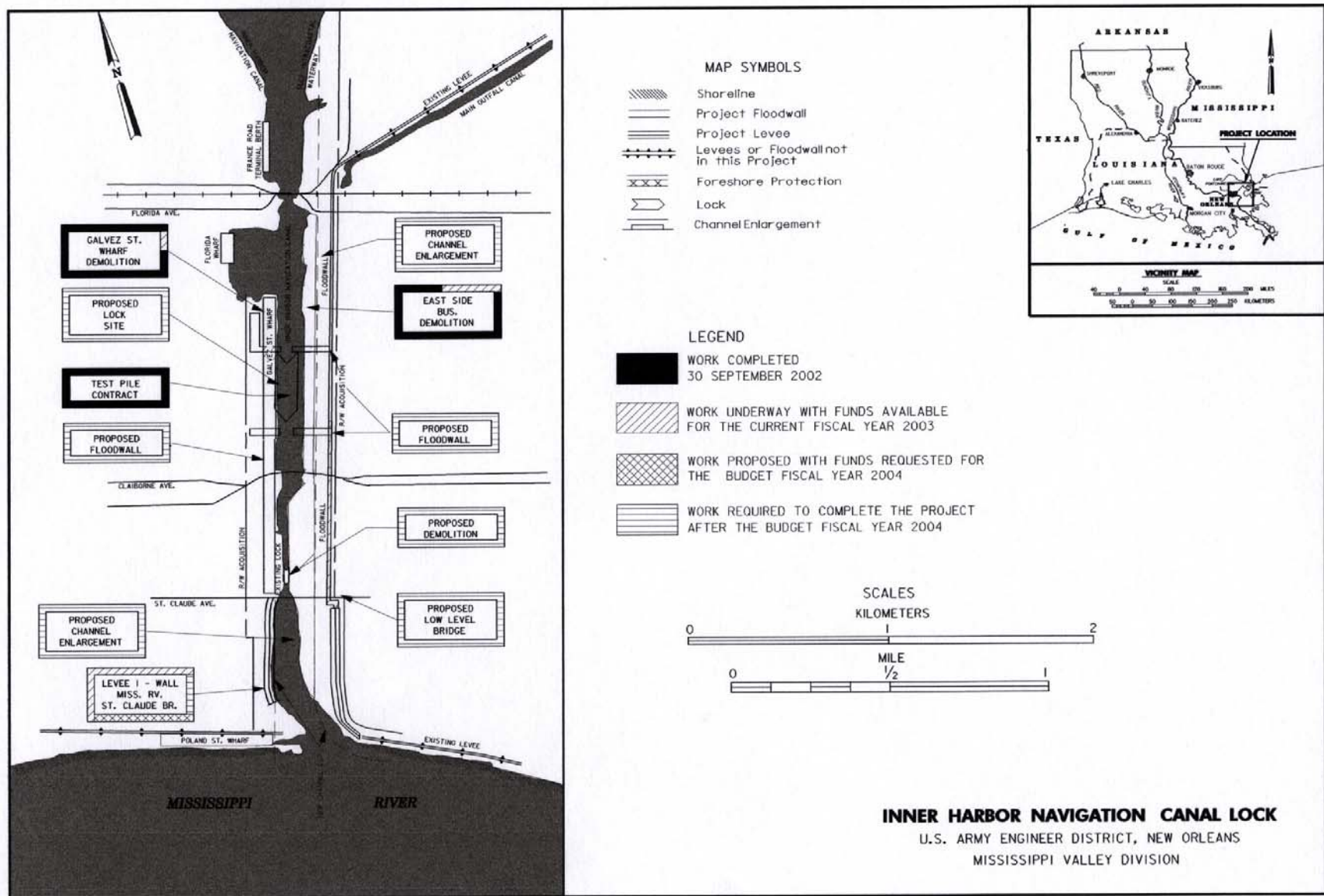
On 30 September 1999, a contract was awarded to a team headed by Gregory C. Rigamer & Associates, Inc., to assist in the establishment of a Community-Based Mitigation Committee (CBMC) and the development of the Partnering Agreement. Upon establishment of the CBMC (which includes representatives from local neighborhood business and religious organizations and local residents), the contractor has led the development of a Needs Assessment and the first 3 year-Mitigation Plan. A contract has been awarded to Xavier University for the job training contract as the first part of the mitigation plan. Only residents in the affected communities adjacent to the IHNC are presently being trained. Additional measures recommended by the CBMC are being initiated in Fiscal Year 2002.

To further comply with the provision in the 1986 WRDA of "full participation of members of minority groups living in the affected areas", construction contracts have included Labor Preference Clauses that require 10 percent of the labor force be obtained from the communities surrounding the IHNC. Also, the District has worked with the local Small Business Administration Office and minority contractor groups to assist them in competing for some of the construction work to be awarded on this project.

The existing Florida Avenue bridge (vehicular and railroad) has been assumed in our studies to be replaced by others. The vehicular bridge is scheduled to be replaced by the State of Louisiana. Efforts are underway to coordinate with the City of New Orleans and St. Bernard Parish for construction of a new bridge (not necessarily a high-rise) at Florida Avenue. The railroad bridge has been approved for replacement under Truman Hobbs authority. The Coast Guard recommended that the existing railroad bridge is a hazard to navigation, thereby justifying the use of Truman Hobbs. The Port of New Orleans is responsible for the design and replacement of the railroad bridge, and construction has been initiated.

The Senate Report accompanying the Fiscal Year 1994 Energy and Water Development Appropriations Act included language recommending examination of all alternatives for removing the siphon near Florida Avenue bridge, the convening of all interests to determine the best course of action and preparation of a report on this matter. The Evaluation Report assumes that the siphon will be removed prior to initiating construction of this project, at no cost to the Federal Government. Section 305 of H.R. 4422, the House version of the Fiscal Year 1995 Coast Guard Authorization Bill, states that the removal of the siphon, an appurtenant structure to the bridge, will be accomplished under the provisions of the Truman Hobbs Act.

The Fiscal Year 2002, Energy and Water Development Appropriations Act included direction to work with the Old Arabi Neighborhood Association, Regional Planning Commission, St. Bernard Parish, the Louisiana Department of Transportation and Development, and the U.S. Coast Guard to determine if the project will cause vehicular traffic problems and on solutions to any confirmed problems. Contracts have been awarded for preliminary designs for tunnels at Claiborne and St. Claude Avenue and a new mid-rise bridge at Claiborne Avenue to determine if these are viable solutions. The Regional Planning Commission is updating their traffic projections for the entire metro area to reflect the new census data and that will be used for this re-analysis. This re-analysis will be based on traffic projects for the entire metro area being updated by the Regional Planning Commission to reflect the new census data.



Mississippi Valley Division

New Orleans District

Inner Harbor Navigation Canal Lock, Louisiana

3 February 2003

APPROPRIATION TITLE: Construction, General - Locks and Dams (Navigation)

PROJECT: J. Bennett Johnston Waterway - Mississippi River to Shreveport, Louisiana (Continuing)

LOCATION: The project is located in central and northwest Louisiana and provides a navigation route from the Mississippi River at its juncture with Old River via Old and Red Rivers to Shreveport, Louisiana. The effected parishes and counties for this project include (Louisiana) Caddo, Bossier, Webster, De Soto, Red River, Bienville, Lincoln, Winn, Natchitoches, La Salle, Grant, Rapides, Avoyelles, Concordia; and (Arkansas) Hempstead, Miller, Nevada, Lafayette, and Columbia.

DESCRIPTION: The project provides for a 9- by 200-foot navigation channel extending about 236 miles from the Mississippi River through Old River and Red River to the vicinity of Shreveport, Louisiana. Five locks with dimensions of 84 by 705 by 14 feet and adjacent dams provide a lift of about 141 feet. The project also provides for realigning the channel by means of dredging, cutoffs, and training works and for stabilizing its banks by means of revetments, dikes, and other methods. Recreation facilities and fish and wildlife development are also an integral part of the project. The major unprogrammed work includes recreation sites, and continued acquisition of mitigation lands. This project is part of the J. Bennett Johnston Waterway, Louisiana, Texas, Arkansas, and Oklahoma, which also includes the Shreveport, to Daingerfield, Texas (navigation), Shreveport, Louisiana, to Index, Arkansas (bank stabilization), and Index, Arkansas, to Denison Dam (bank stabilization) reaches.

AUTHORIZATION: River and Harbor Act of 1968, Water Resources Development Act of 1976, Supplemental Appropriations Act of 1984, Water Resources Development Acts of 1986, 1988, 1990, 1992, 1996, and 2000 and Energy and Water Development Appropriations Act of 1994.

REMAINING BENEFIT - REMAINING COST RATIO: 13.9 to 1 at 3-1/4 percent.

TOTAL BENEFIT-COST RATIO: 1.5 to 1 at 3-1/4 percent.

INITIAL BENEFIT-COST RATIO: 1.2 to 1 at 3-1/4 percent (FY 1973).

BASIS OF BENEFIT-COST RATIO: Benefits are from the General Reevaluation Report and Final Supplement No. 2 to the Environmental Impact Statement, at 1982 price levels, approved 4 January 1984. Costs for current analysis are based on October 2002 costs deflated to October 1982 price levels.

SUMMARIZED FINANCIAL DATA

			STATUS (1 January 2003)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULED
Estimated Federal Cost (COE)		\$1,917,456,000	Entire Project	TBD	TBD
Programmed Construction	TBD				
Unprogrammed Construction	TBD		Open to 9-Foot Navigation		Dec 87
Estimated Apprn Requirements (U.S. Coast Guard)		626,000	Lindy Boggs Lock & Dam		Dec 87
Programmed Construction	TBD		John H. Overton Lock and Dam		Dec 87
Unprogrammed Construction	TBD		Lock and Dam No. 3		Dec 91 ¹
Estimated Non-Federal Cost		93,832,000	Russell B. Long Lock and Dam		Dec 94
Programmed Construction	TBD		Joe D. Waggonner, Jr., Lock and Dam		Dec 94
Cash Contributions	TBD		PHYSICAL DATA		
Other Costs	TBD		Lands and Damages: 26,000 acres, mitigation of		
			wildlife losses above mile 104		
Unprogrammed Construction	TBD		Channels and Canals: Channel 9 feet deep,		
Cash Contributions	TBD		200 feet wide, and 236 miles long from		
Other Costs	TBD		Old River to Shreveport, Louisiana. Total length of		
			bank protection - 273 miles		
			Locks: Number - 5; Size - 84 by 705 feet		
			Dams: Number - 5; Type - Tainter Gated		
			Relocations: Roads (Modify one bridge)		
			Railroads (Replace one and modify		
			one bridge)		

¹ Initial interim pool impounded.

SUMMARIZED FINANCIAL DATA (Continued)

		ACCUM PCT OF EST FED COST
Total Estimated Programmed Construction Cost	\$ TBD	
Total Estimated Unprogrammed Construction Cost	TBD	
Total Estimated Project Cost	2,011,914,000 ¹	
Allocations to 30 September 2002	1,752,845,000 ¹	
Conference Allowance for FY 2003	TBD	
Allocations for FY 2003	TBD	
Allocations through FY 2003	TBD	TBD
Allocation Requested for FY 2004	13,700,000	TBD
Programmed Balance to Complete After FY 2004	TBD	
Unprogrammed Balance to Complete After FY 2004	TBD	

¹ Includes \$26,654,000 for John H. Overton Lock and Dam and \$21,653,000 for Red River Emergency Bank Protection for construction work.

JUSTIFICATION: The Red River was a very erratic river, subject to wide fluctuations in stage and meandering because of the erodible soils. For navigation to become a reality on Red River, a system of dependable pools were constructed and work continues on channel alignment. The pools are provided by five locks and dams and the proper alignment is provided by bank and channel stabilization works. These works improve water quality, fish and wildlife habitat, and preserve lands. On 31 December 1994, a 9-foot-deep by 200-foot-wide navigation channel was opened from the Mississippi River to Shreveport. The channel provides dependable 9-foot navigation depths year-round.

Navigation from the Mississippi River to Shreveport provides an artery for low-cost transportation which stimulates economic growth of the region. Estimated savings are based on an average annual movement, as forecast, of 7,845,000 tons. 1998 waterborne commerce tonnage on the waterway was 3,749,000 tons including all commodities that transited any portion of the system and approximately 4,000,000 tons were moved on the waterway in 2000. Commodities carried over the waterway include iron and steel products and pipe, industrial chemicals, paper and allied paper products, petroleum and petroleum products, other metals and ores, sulphur, agricultural chemicals, and grain. The public will realize an average annual savings of \$68,831,000 which will result from reduced transportation costs. Several local entities are actively involved in port development on the waterway. The City of Alexandria has constructed port facilities in Pool 2 for use by industry. The Natchitoches Parish Port in Pool 3 was opened in 1996, and a chip loading facility, general cargo dock and transit shed has been constructed at the port. The Caddo-Bossier Port in Pool 5 was opened in April 1997 and shipped 400,000 tons in 2002. Commodity movements through the port is steadily increasing. Red River Parish has also initiated actions to develop a port site in Pool 4. These ports will be able to accommodate tows or barges of various sizes. The usable lock dimensions were designed for a configuration of six barges with individual dimensions of 35 by 195 feet and a towboat. Larger grain and petroleum barges can also be expected to call at the ports. The project is credited with benefits derived from transportation savings from use of the waterway, flood control, damages prevented by bank stabilization, security against levee crevasses, fish and wildlife, recreation, area redevelopment, reduced maintenance on existing revetments, reduced sedimentation, irrigation, reduced costs of municipal and industrial water supply, and reduced pumping costs.

The average annual benefits are as follows:

Annual Benefits	Amount
Navigation	\$ 68,831,000
Flood Control	2,037,000
Bank Stabilization	16,602,000
Fish and Wildlife	460,000
Recreation	4,435,000
Area Redevelopment	14,808,000
Other:	
Irrigation and reduced costs of municipal and industrial water supply	53,000
Total	\$ 107,226,000

FISCAL YEAR 2004: The requested amount will be applied as follows:

Pools 1-5

Complete:

Below Lock & Dam Approach Channel Refinement	\$ 591,000
Grand Ecore Visitor Center	455,000
Nicholas Reinforcement	1,240,000
Pool 1 ACM	1,788,000
Recreation Facilities, 3, 4 and 5	926,000

Subtotal	\$ 5,000,000
----------	--------------

Continue:

Shreveport Visitor Center	2,675,000
Planning, Engineering and Design	2,976,000
Supervision and Administration	2,954,000
Mitigation	95,000

Subtotal	\$ 8,700,000
----------	--------------

GRAND TOTAL	\$13,700,000
-------------	--------------

NON-FEDERAL COST: With the exception of the Louisiana-Arkansas Railroad Bridge Relocation and the mitigation element, local interests are required to provide all lands, easements, and rights-of-way, including a proportionate share of the cost of the bridge relocations over existing channels in accordance with the principles of Section 6 of the Bridge Alteration Act (Truman-Hobbs) of 21 June 1940, as amended by the Act of 16 July 1952, 25 percent of the cost of necessary retaining dikes for dredged materials and 50 percent of the total cost of recreation facilities. Non-Federal costs associated with the total project are broken down as follows.

The non-Federal sponsor must comply with the requirements listed below:

Requirements of Local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Provide lands, easements, rights-of-way, and dredged material disposal areas	\$ 38,487,000	\$
Modify or relocate utilities, roads, bridges (except railroad bridges), and other facilities, where necessary for the construction of the project	9,422,000	211,700
Pay one-half of the separable costs allocated to recreation (except recreational navigation) and bear all costs of operation, maintenance, repair, rehabilitation, and replacement of recreation facilities	43,391,000	1,448,000
Pay 6 percent of the first costs allocated to fish and wildlife and pay 6 percent of the costs of operation, maintenance, repair, rehabilitation, and replacement of fish and wildlife facilities	527,000 ¹	332,800 ²
Pay 25 percent of the first cost allocated to retention dikes required for construction and maintenance dredging	2,005,000	31,200
Replacement costs		302,900
Total Non-Federal Costs	\$ 93,832,000	\$ 2,326,600

¹ Since the local sponsor will assume all operation and maintenance costs and this cost will exceed the 6 percent local share, there will be no local requirement toward implementation costs for Loggy Bayou increment. Implementation costs shown are for the Bayou Bodcau increment.

² 100 percent of annual management costs for Loggy Bayou and Bayou Bodcau increments.

The non-Federal sponsor has also agreed to make all required payments concurrently with project construction. Non-Federal cost associated with the scheduled portion of the project are broken down as follows:

Lands and Damages	\$ 18,999,000
Utility Relocations	7,424,000
Recreation (Other)	24,959,000
Cash Contribution	14,738,000
Recreation Facilities	(11,186,000)
Bridge Relocations	(1,006,000)
Retaining Dikes	(1,973,000)
Mitigation	(573,000)
Total	\$66,120,000

STATUS OF LOCAL COOPERATION: Formal assurances of local cooperation were furnished by the Red River Waterway Commission on 26 February 1969 and accepted on behalf of the United States on 15 April 1969. That agency was formed expressly to provide the local cooperation required for the project and has levied a 2-mill assessment to fulfill its obligations. Amended assurances covering the provisions of the Uniform Relocations Assistance and Real Property Acquisition Policies Act of 1970, Public Law 91-646, and the specific written agreement requirements of Section 221 of the Flood Control Act of 1970, Public Law 91-611, were executed by the Red River Waterway Commission on 23 May 1973 and were accepted on behalf of the United States on 14 November 1973. A cost sharing agreement covering nine recreation sites in Pools 1 and 2 was approved by the Deputy Chief of Engineers on 23 July 1985. A Memorandum of Understanding between the Corps and the local sponsor for development of these nine sites was executed in January 1986. A supplement to this cost-sharing agreement was executed in the last quarter of FY 1994 to cover the advance construction of three boat ramps and ancillary facilities in Pools 4 and 5 in FY 1995. In the Conference Report that accompanied the Energy and Water Development Appropriations Act of 1993, Congress directed the Corps of Engineers to prepare a supplement to the recreation master plan to serve as the project document to support the contract for recreation development in Pools 3 to 5. The Project Cooperation Agreement for recreation developments in Pools 3 to 5 was executed in April 2000.

The Red River Waterway Commission agreed by letter dated 6 September 1983 to fulfill all responsibilities of the local sponsor relative to the purchase of wildlife mitigation lands. The Louisiana Department of Wildlife and Fisheries, by letter dated 22 July 1983, agreed to assume operation and maintenance responsibilities for acquired wildlife mitigation lands. Updated letters of agreement covering the mitigation plan as presently conceived (i.e., acquisition of up to 5,000 acres in the vicinity of Loggy Bayou) were furnished by the Red River Waterway Commission and the Louisiana Department of Wildlife and Fisheries on 13 August 1990 and 17 August 1990, respectively. The Local Cooperation Agreement between the Federal Government and the State of Louisiana for the acquisition of up to 5,000 acres of mitigation lands in the vicinity of Stumpy Lake/Swan Lake/Loggy Bayou Wildlife Management Area was executed by the Red River Waterway Commission in May 1993 and by the Assistant Secretary of the Army in June 1993.

The Project Cooperation Agreement covering the acquisition of mitigation lands in the vicinity of the Bayou Bodcau Wildlife Management Area was executed in June 1996.

The Red River Waterway Commission furnished a letter of agreement dated 10 October 1997 supporting additional mitigation lands in Red River and Caddo Parishes that are to be considered adjacent to the Loggy Bayou Wildlife Management Area. These new areas were directed in the Water Resources Development Act of 1996. A report detailing a plan of action to acquire these lands was processed as directed by the legislation. Amendment No. 1 to the June 1993 Loggy Bayou Area Local Cooperation Agreement covering the initial acquisition effort in Caddo Parish was executed by the Red River Waterway Commission and the Assistant Secretary of the Army in October 1999. The Water Resource Development Act of 2000 authorized the acquisition of mitigation lands in any of the parishes that comprise the Red River Waterway District, consisting of Avoyelles, Bossier, Caddo, Grant, Natchitoches, Rapides, and Red River Parishes.

The Red River Waterway Commission is providing its share of the project first costs by furnishing the necessary lands, easements, and rights-of-way, performing utility relocations as needed, and providing cash contributions for recreation facilities, bridge relocations, and retaining dikes. They will contribute their share of retention dike construction for maintenance dredging by cash contribution and they will provide the lands, easements, and rights-of-way for these dikes.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal cost estimate (Corps of Engineers) of \$1,917,456,000 is an increase of \$16,500,000 from the latest estimate (\$1,900,956,000) presented to Congress (FY 2003). This change includes the following item.

Item	Amount
Price Escalation on Construction Features	\$ 16,500,000
Total	\$ 16,500,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The final statement was filed with the Council on Environmental Quality on 11 May 1973. The Environmental Impact Statement is included in the project "Red River Waterway." Supplement No. 1 to the Environmental Impact Statement was prepared for the Mississippi River to Shreveport reach of the J. Bennett Johnston Waterway due to a change in project alignment from the authorizing document, and to include updated environmental information due to a reanalysis and to include results of the ground-water studies. The final Supplement No. 1 was filed with the Council on Environmental Quality on 18 February 1977, and published in the Federal Register on 25 February 1977. A third Environmental Impact Statement (Supplement No. 2) was submitted to the Environmental Protection Agency in final form on 10 November 1983, and the record of decision was signed by the Division Engineer on 4 January 1984.

An Environmental Assessment was prepared for Pool No. 2 to present the results of investigations of the impacts of the 58- and 64-foot elevations. The Environmental Assessment resulted in a Finding of No Significant Impact which allowed a design change from 58- to 64-foot pool elevations. Following review by the public, the Finding of No Significant Impact was signed on 21 April 1982.

An Environmental Assessment of the Loggy Bayou Area mitigation increment has been performed. This area was not included in the original mitigation report. The Environmental Assessment was required to satisfy the National Environmental Policy Act. The Environmental Assessment resulted in a Finding of No Significant Impact, which was signed 11 January 1993. Environmental Assessment's are required to present the impacts associated with the construction of riverside levee protection berms in Pools 3 and 5. The berms are necessary to ensure the integrity of the existing flood control levee system. The Environmental Assessment for the berms in Pool 3 resulted in a Finding of No Significant Impact, which was signed on 16 July 1992. The Environmental Assessment for the berms in Pool 5 also resulted in a Finding of No Significant Impact which was signed on 24 May 1993.

Environmental Assessments were required for the Bayou Bodcau mitigation increment and the Nantachie Lake drawdown structure to satisfy National Environmental Policy Act requirements. The Bayou Bodcau mitigation Environmental Assessment resulted in a Finding of No Significant Impact that was signed on 28 April 1995, and the Nantachie Lake drawdown structure Environmental Assessment was completed in FY 1996, also resulting in a Finding of No Significant Impact. An Environmental Assessment for the mitigation lands to be acquired in Caddo and Red River Parishes will be performed. An assessment of the initial tract in Caddo Parish has been completed, and resulted in a Finding of No Significant Impact that was signed on 23 September 1999.

A Final Environmental Assessment has been prepared covering instream disposal of maintenance dredge material in Pools 3, 4, and 5 in lieu of disposal in contained upland areas. A Finding of No Significant Impact was signed on 19 March 1996.

A Final Environmental Assessment has been prepared covering maintenance dredging of the oxbow lakes designated for preservation in project documentation. The dredging consists of maintaining a 5-foot-deep by 20-foot-wide connection from the river into the oxbow lakes in order to achieve all project benefits. The dredged material will be disposed of instream. A Finding of No Significant Impact was signed 18 November 1997.

An Environmental Assessment and Finding of No Significant Impact are included in Supplement No. 2 to the Recreation Master Plan which presents the revised plan for recreation development in Pools 3, 4, and 5. Supplement No. 2 was approved by the Mississippi River Commission on 1 May 1998. The Finding of No Significant Impact was signed on 6 October 1997. An Environmental Assessment was performed in FY 2000 for the Hampton's Lake Recreation Area that was added to the Pools 3 to 5 Master Plan by August 1999, Supplement No. 3. A Finding of No Significant Impact was signed on 24 May 2000.

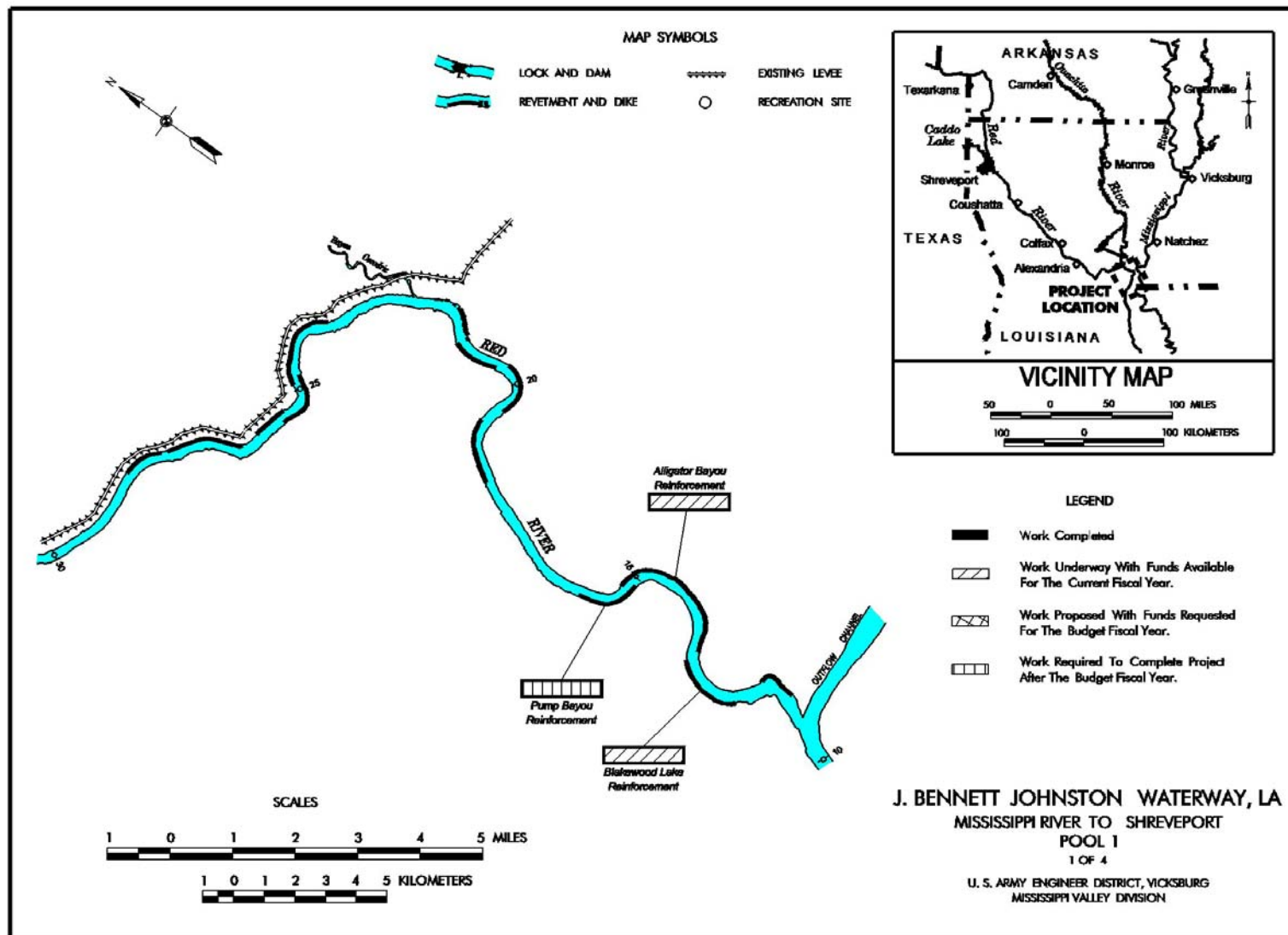
OTHER INFORMATION: Funds to initiate preconstruction engineering and design were appropriated in Fiscal Year 1971 and allotted in Fiscal Year 1972. Funds to initiate construction were appropriated in Fiscal Year 1973.

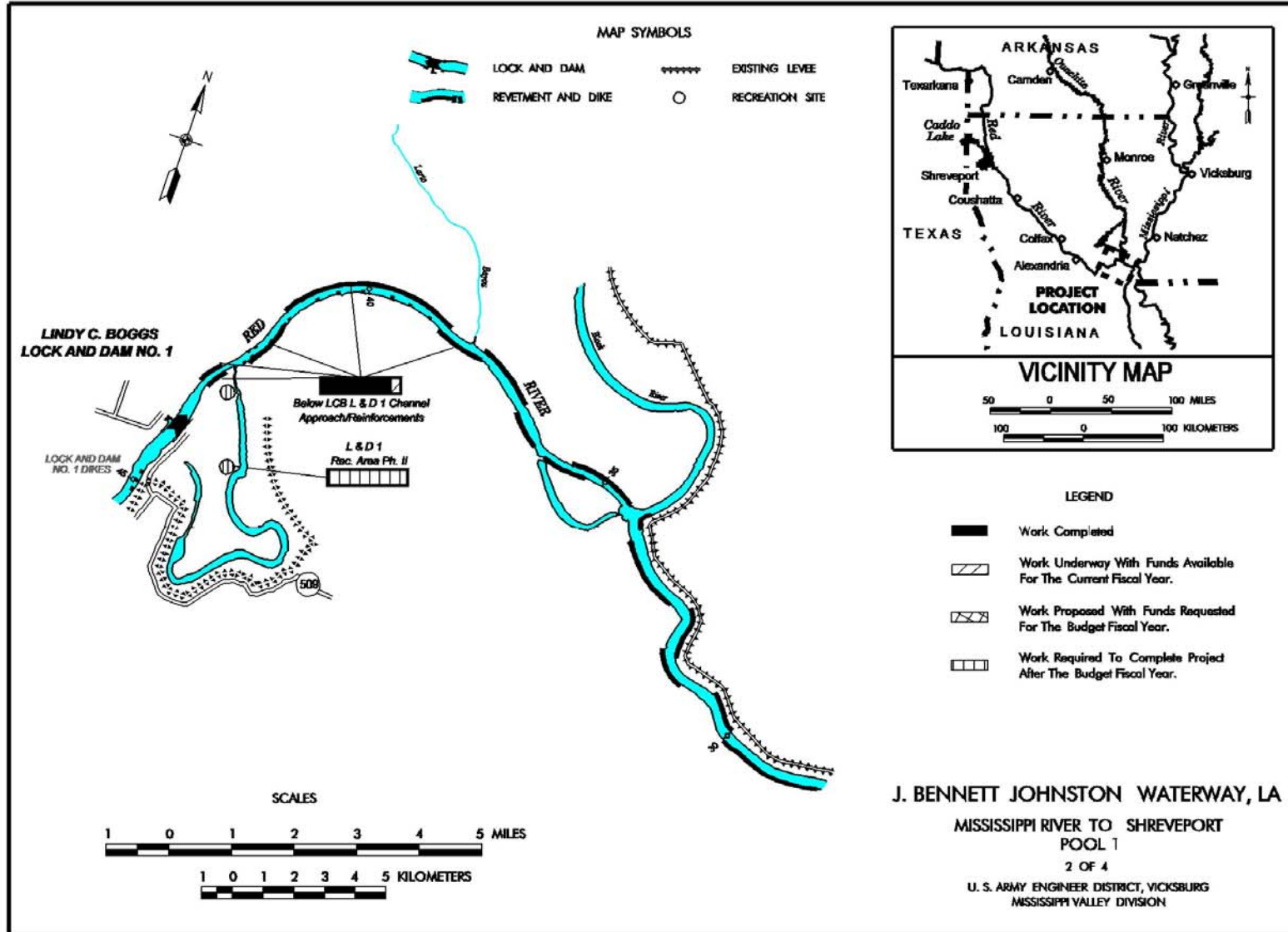
The Energy and Water Development Appropriations Act of 1996 authorized a Regional Visitors Center in the vicinity of Shreveport. The Energy and Water Development Appropriations Act of 1997 provided \$3,000,000 and directions to initiate design and construction of the Regional Visitors Center in Fiscal Year 1997. The 1997 Appropriations Act also provided funds to initiate design of the previously authorized Project Visitors Center at Grand Ecore. Design for both of the Visitors Centers has been completed, and construction is being initiated in Fiscal Year 2002. The Fiscal Year 2001 Appropriations Act (P. L. 106-377) directs the use of available Construction, General funds, in addition to the funds provided by the Fiscal Year 1997 Appropriations Act, to complete design and construction of the Regional Visitor Center at an estimated cost of \$6,000,000.

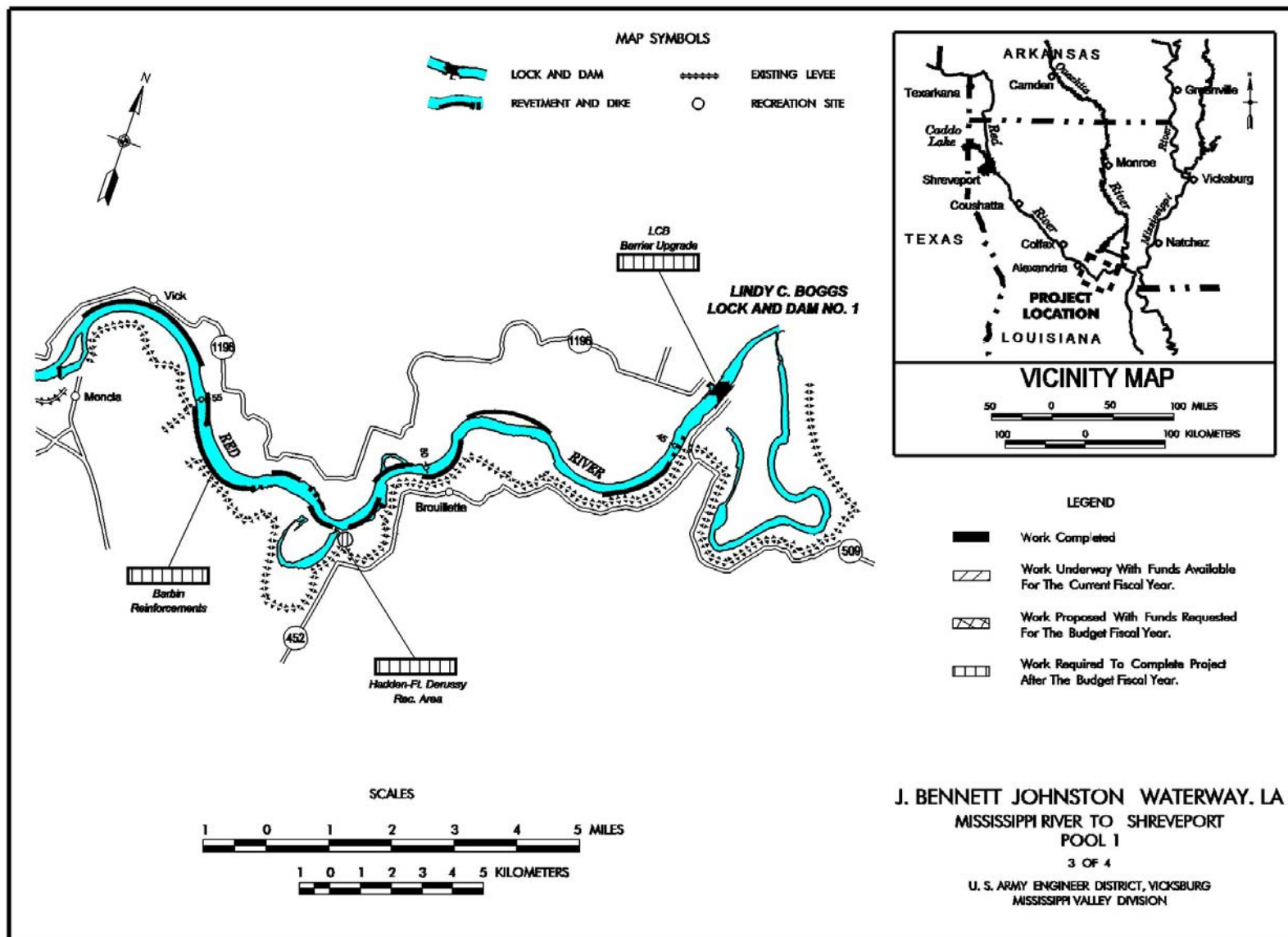
The Draft Master Plan Supplement No. 3 covering adjustments to cost-shared recreation facilities in Pools 3, 4, and 5 was approved by the District Commander in September 1999. The Project Cooperation Agreement covering the same recreation facilities presented in Supplement Nos. 2 and 3 was executed in April 2000.

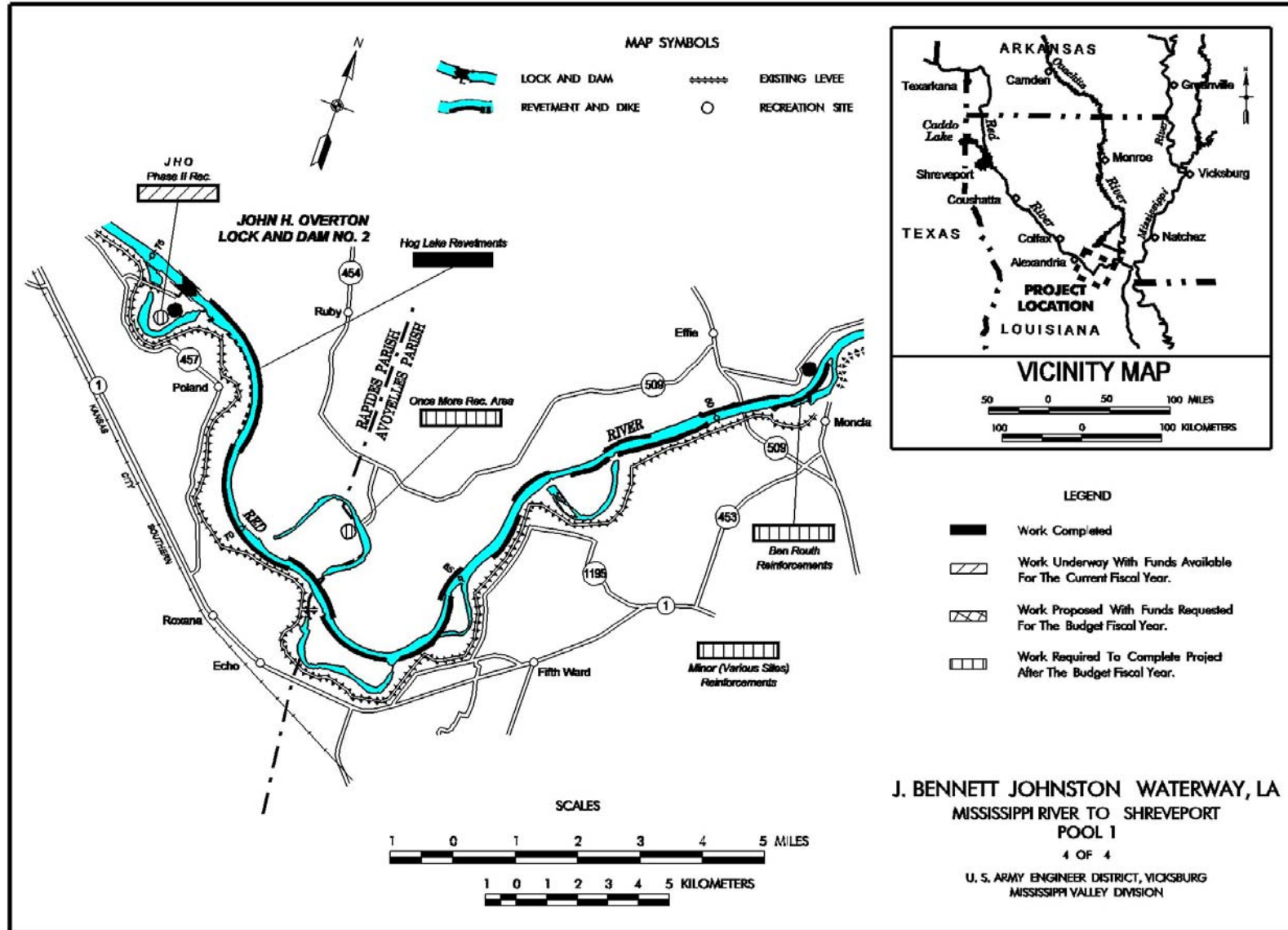
The Water Resources Development Act of 1996 increased the total cost of the Loggy Bayou mitigation increment to \$10,500,000. It further provided that lands that are purchased adjacent to the Loggy Bayou Wildlife Management Area may be located in Caddo Parish or Red River Parish. The Water Resources Development Act of 1996 also modified the waterway project to require the Secretary to dredge or perform other related work as required to reestablish and maintain access to, and the environmental value of, the bendway channels designated for preservation in previous project documentation. Further, this work shall be carried out in accordance with the local cooperation requirements for other navigation features of the project. These project modifications are subject to completion of reports showing the work is technically sound and environmentally and economically acceptable, as applicable. The favorable bendway channel (oxbow lakes) dredging report has been returned by OMB for the development of supplemental environmental data and resubmission, and was resubmitted in late Fiscal Year 2001.

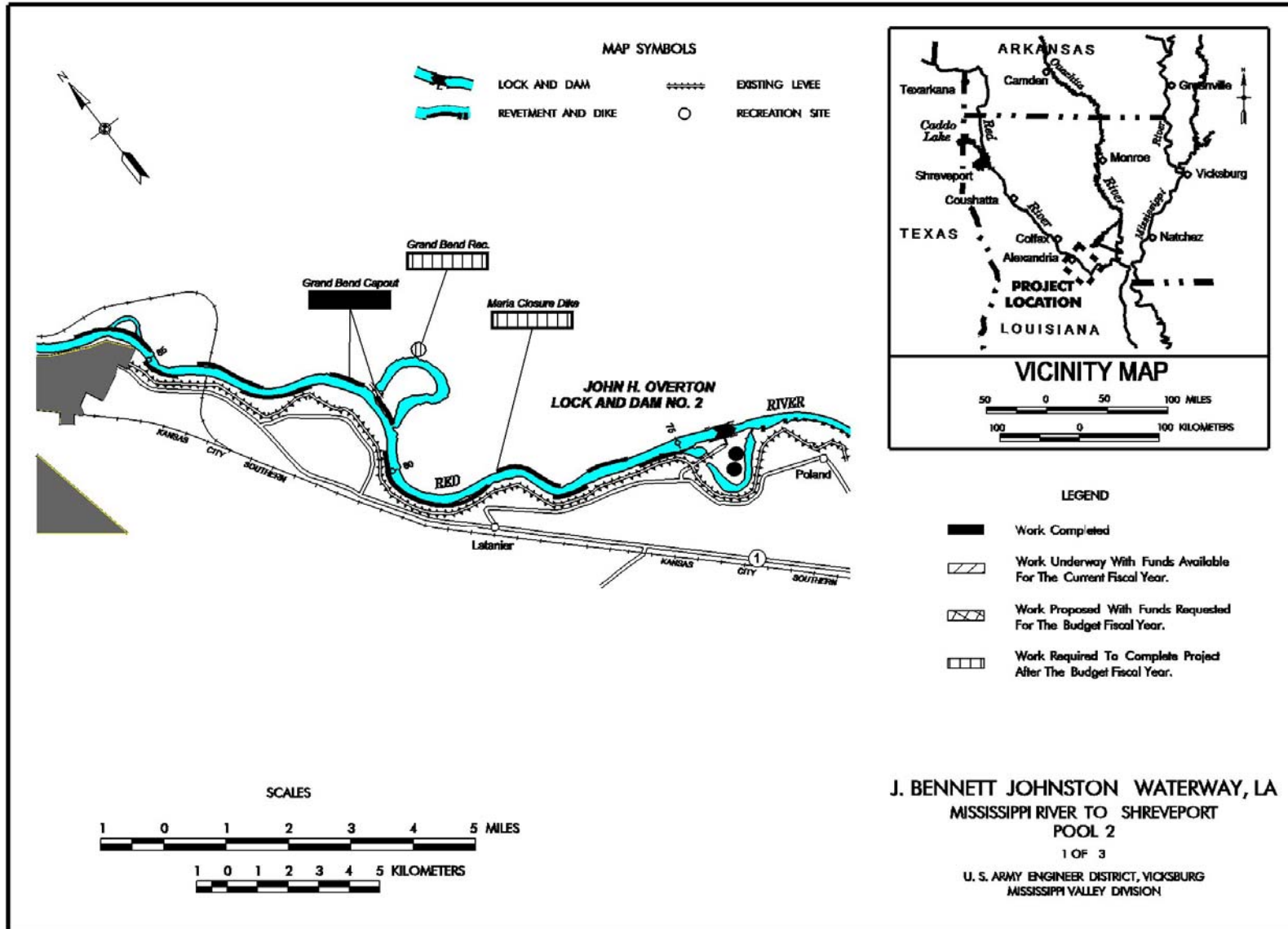
The Water Resources Development Act of 1986, as modified by the Water Resources Development Acts of 1988, 1990 and 2000, and the Fiscal Year 1990 and Fiscal Year 1994 Energy and Water Development Appropriations Acts, authorized the wildlife mitigation project for the waterway above mile 104 to Shreveport, Louisiana, at a total cost of \$9,420,000. The Water Resources Development Act of 1990 modifies the mitigation project by authorizing the Secretary of the Army to acquire an additional 12,000 acres adjacent to or close to the Bayou Bodcau Wildlife Management Area. The real estate design memorandums, which present the real estate requirements for the Loggy Bayou area and Bayou Bodcau area mitigation lands, have been approved. A supplemental report, which was submitted prior to passage of the Fiscal Year 1990 Energy and Water Development Appropriations Act and the Water Resources Development Act of 1990, recommends the acquisition of only 300 acres in the Stumpy Lake area and no lands in the vicinity of the Bayou Bodcau Wildlife Management Area. In the Energy and Water Development Appropriations Act of 1994, the Corps was directed to reimburse the project local sponsor annually for the Federal share of management costs for the Bayou Bodcau mitigation area. The Water Resources Development Act of 2000 modifies the mitigation project by authorizing the purchase of mitigation land from willing sellers in any of the parishes that comprise the Red River Waterway District, consisting of Avoyelles, Bossier, Caddo, Grant, Natchitoches, Rapides, and Red River Parishes.

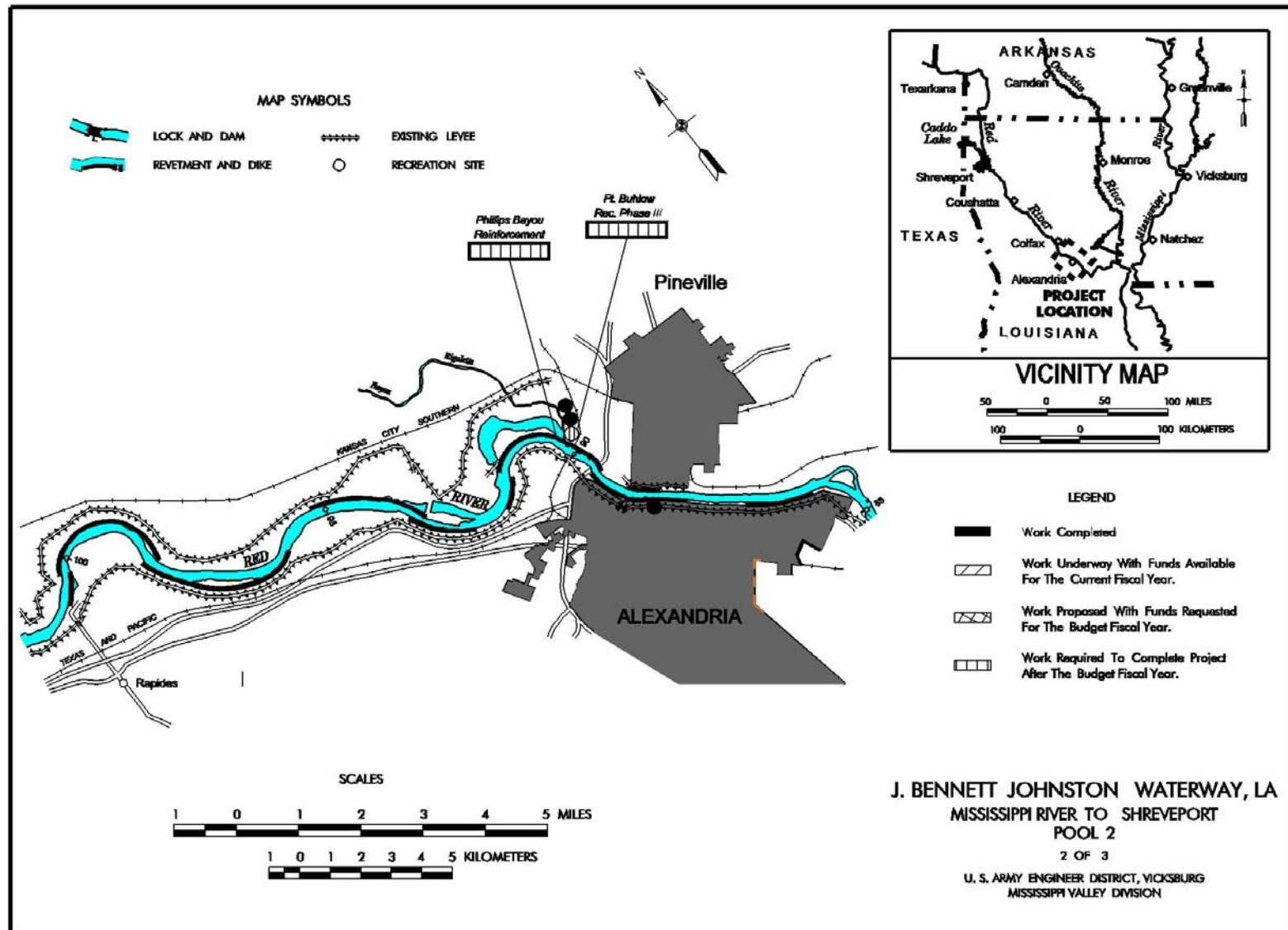


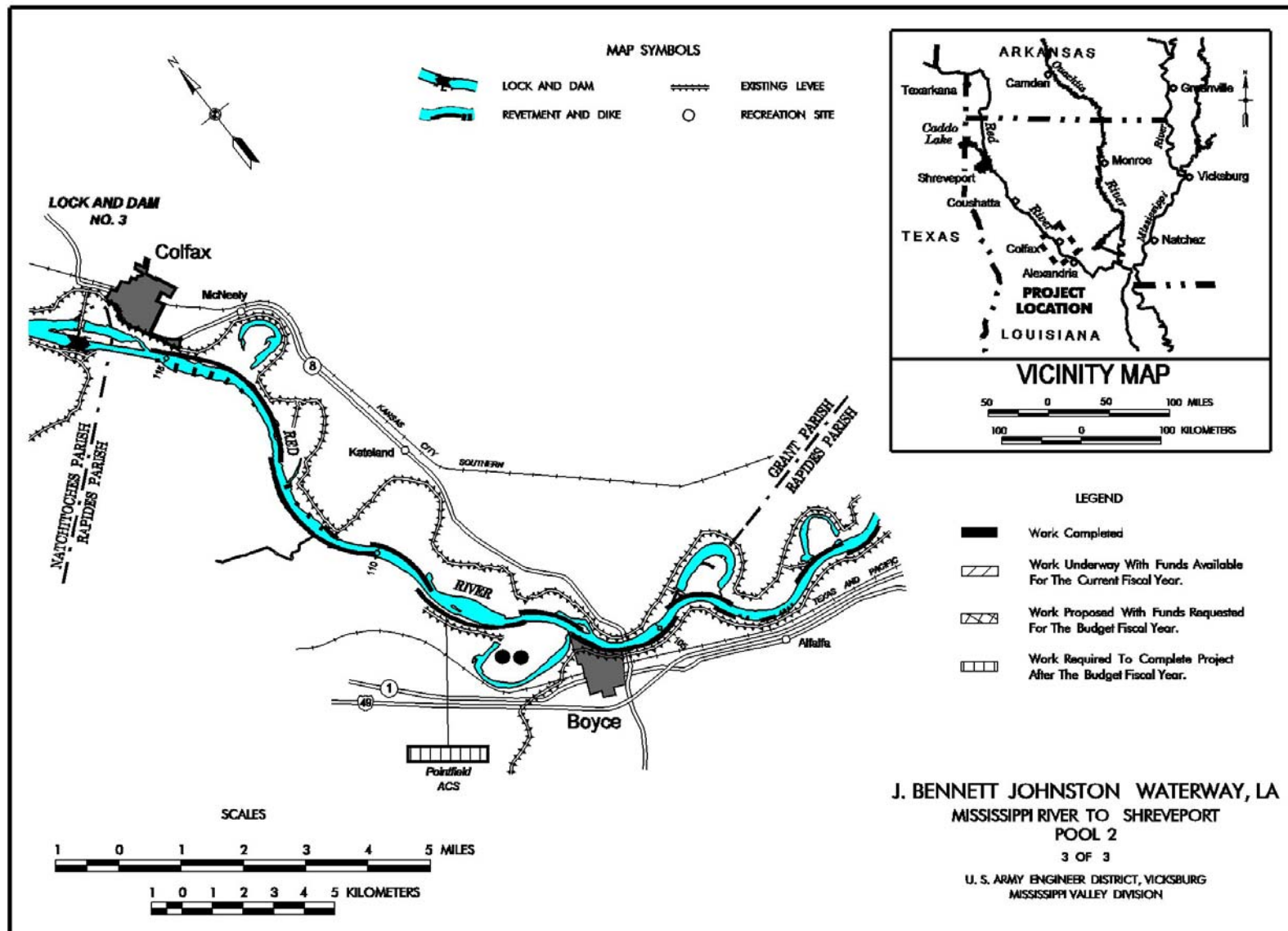


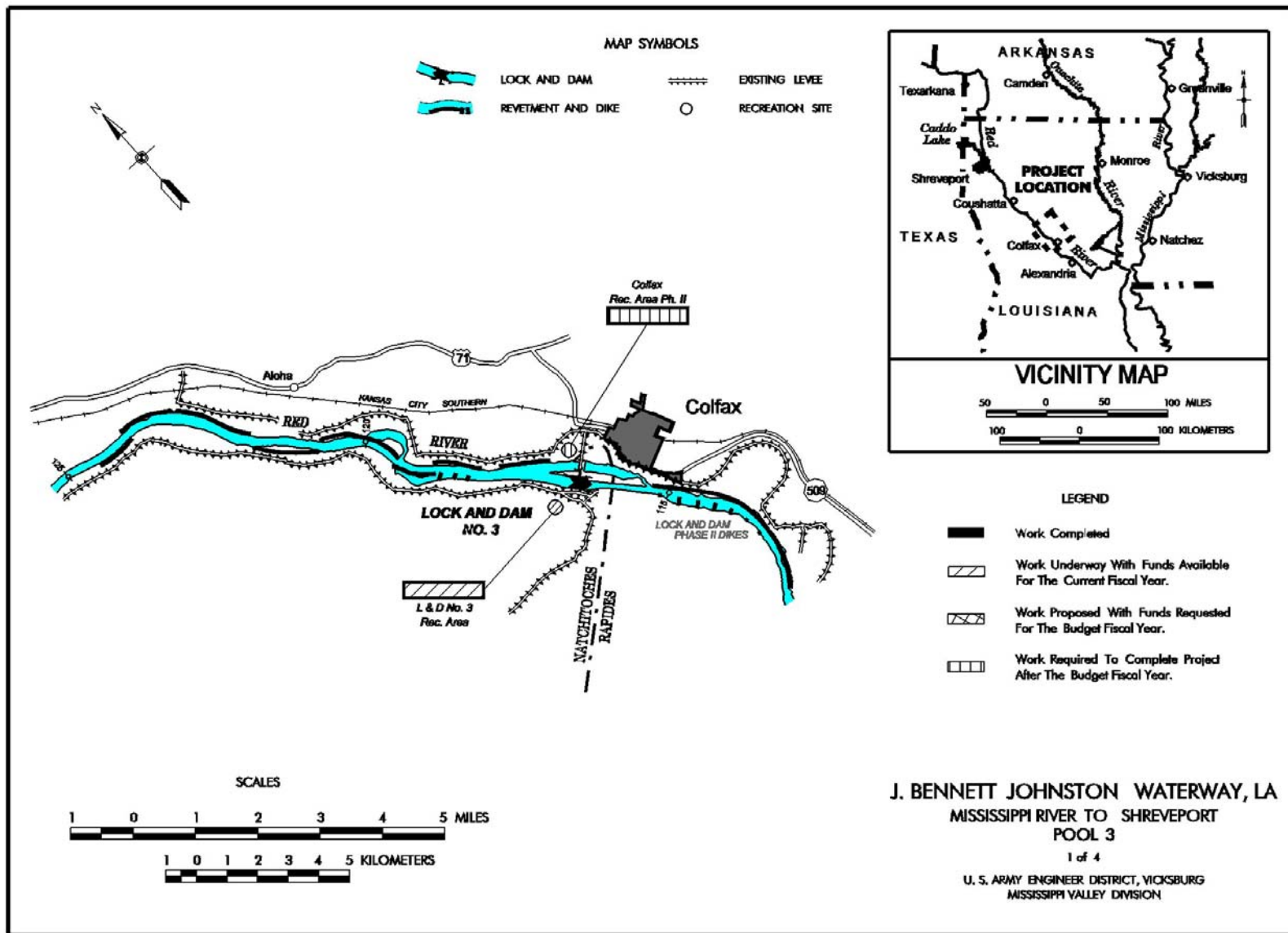


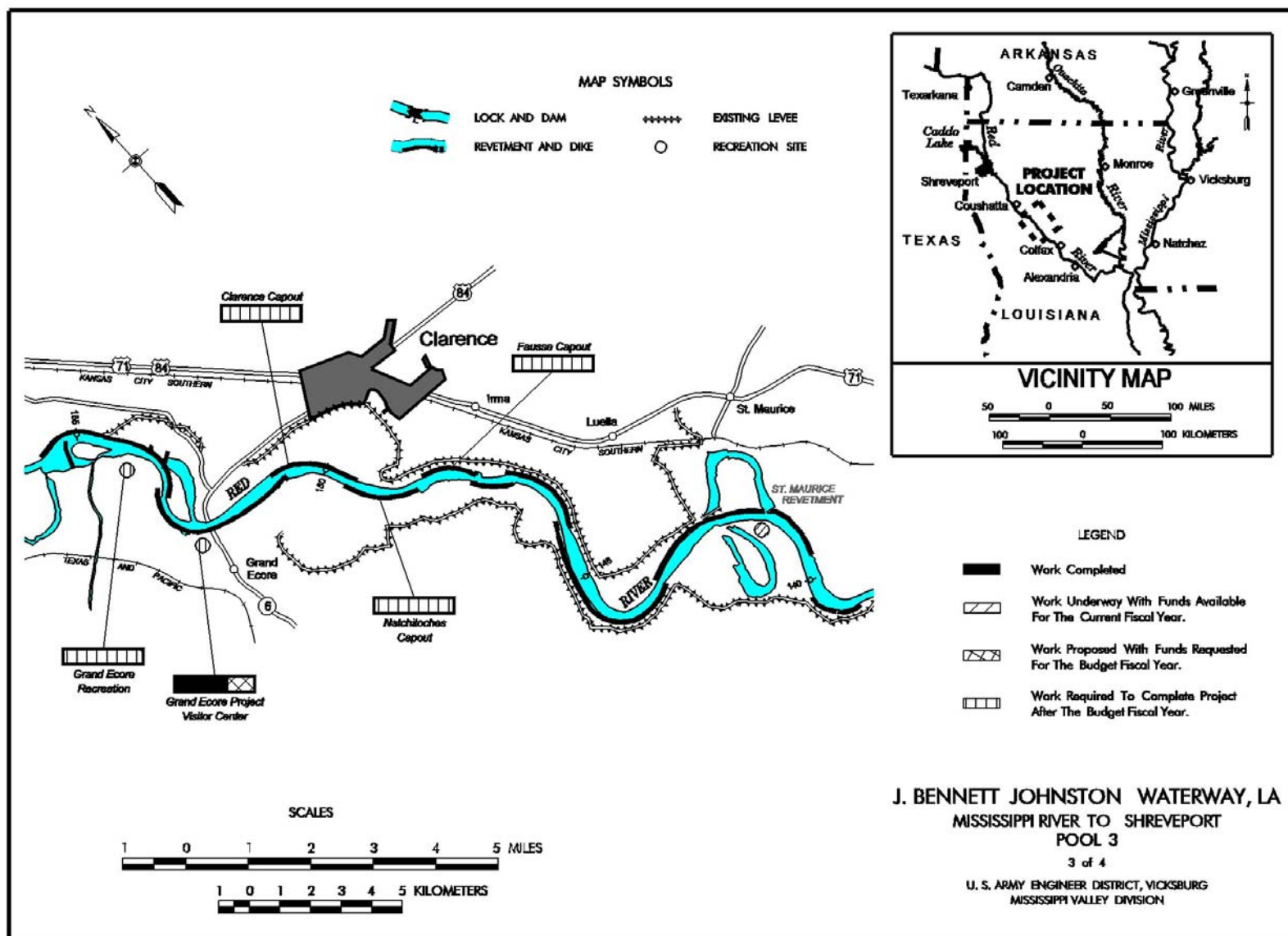


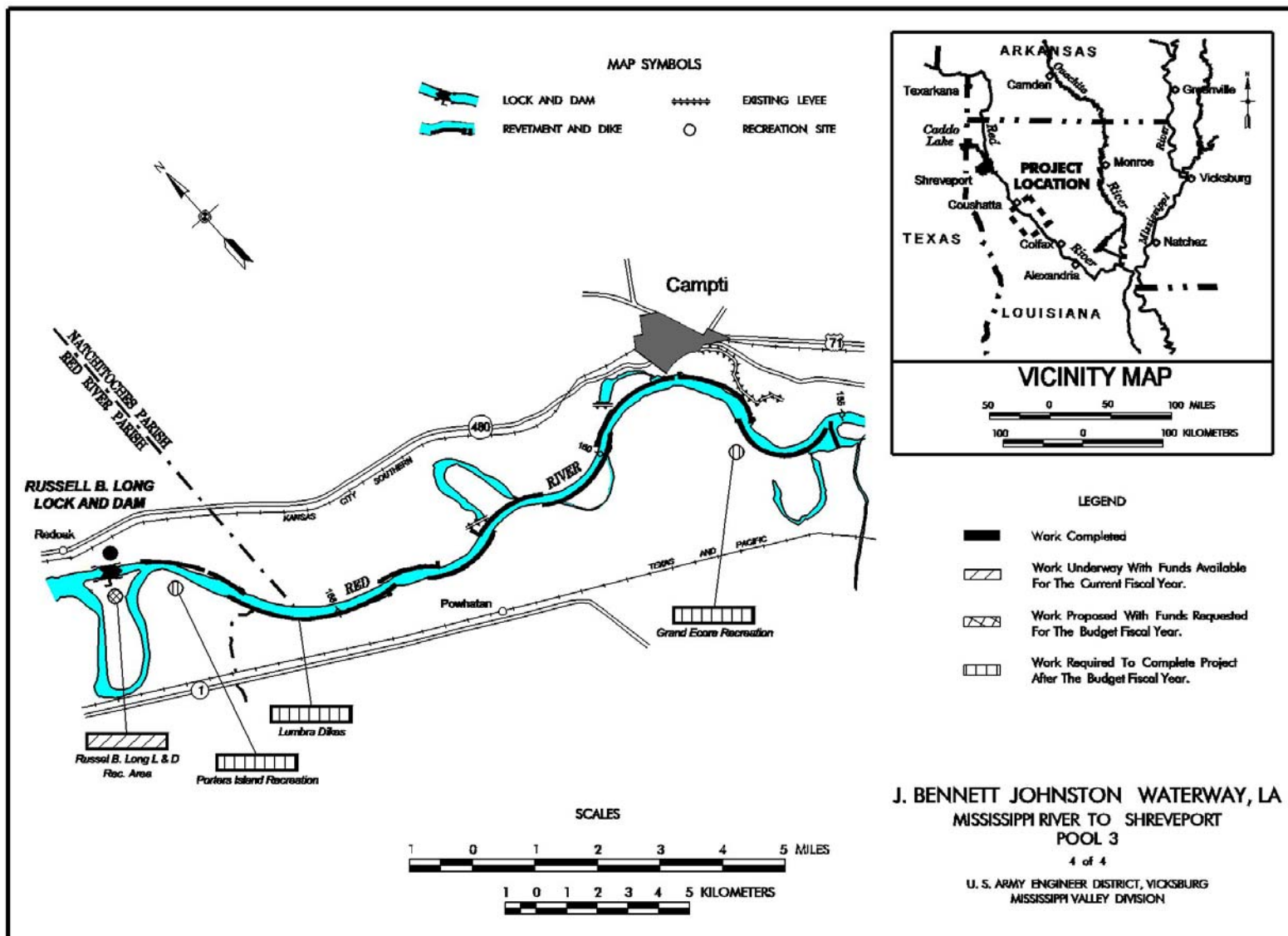


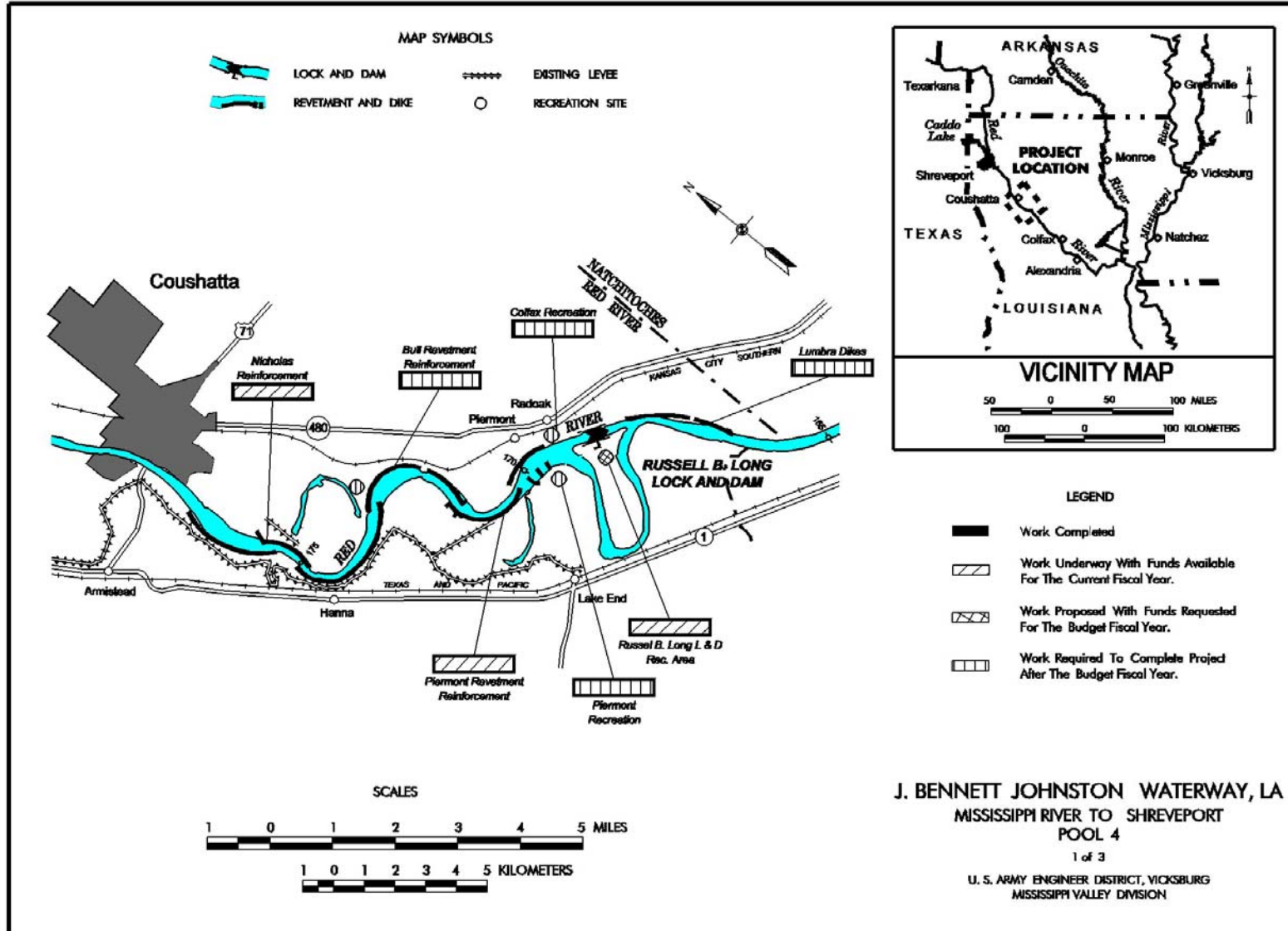


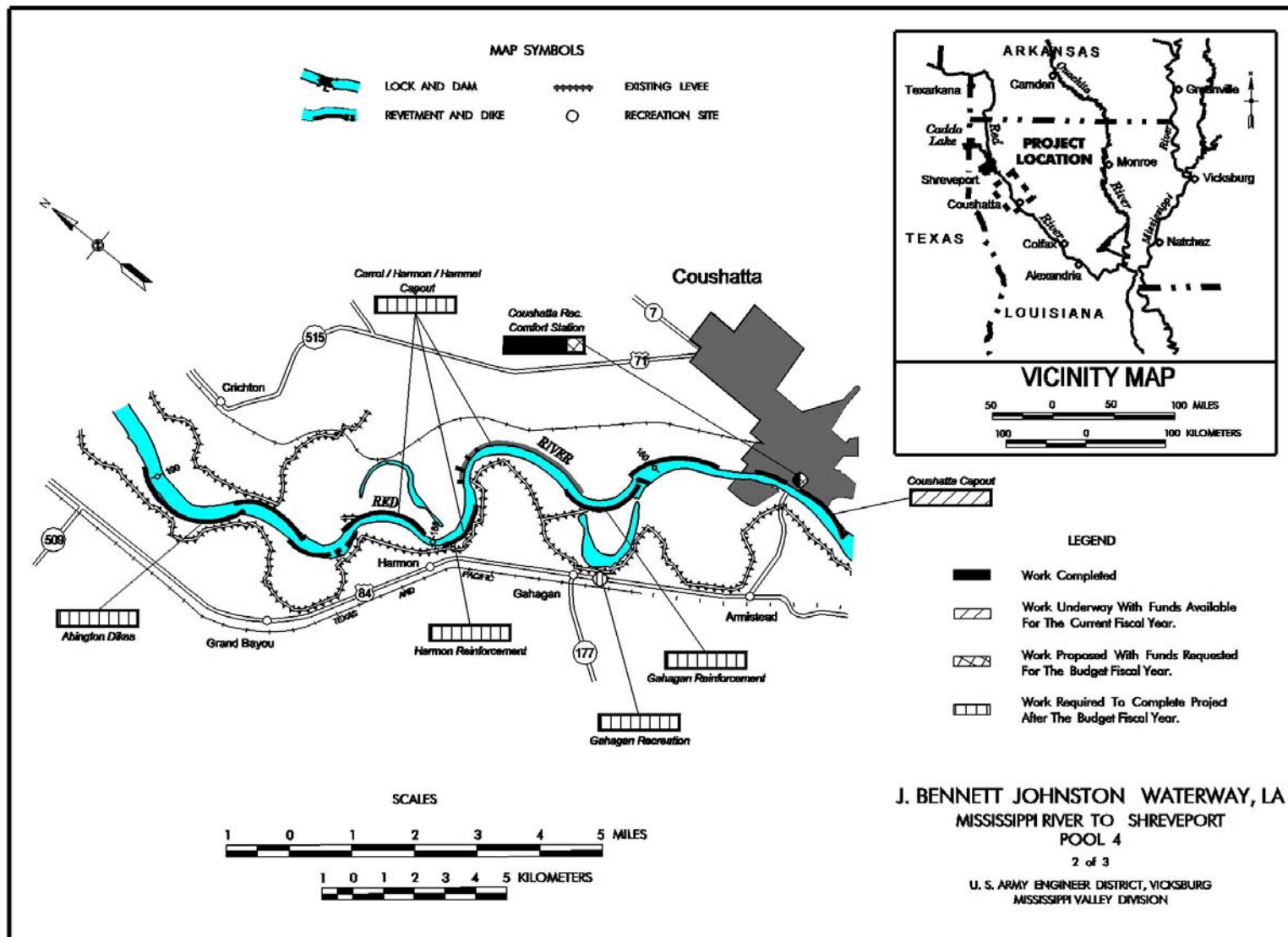


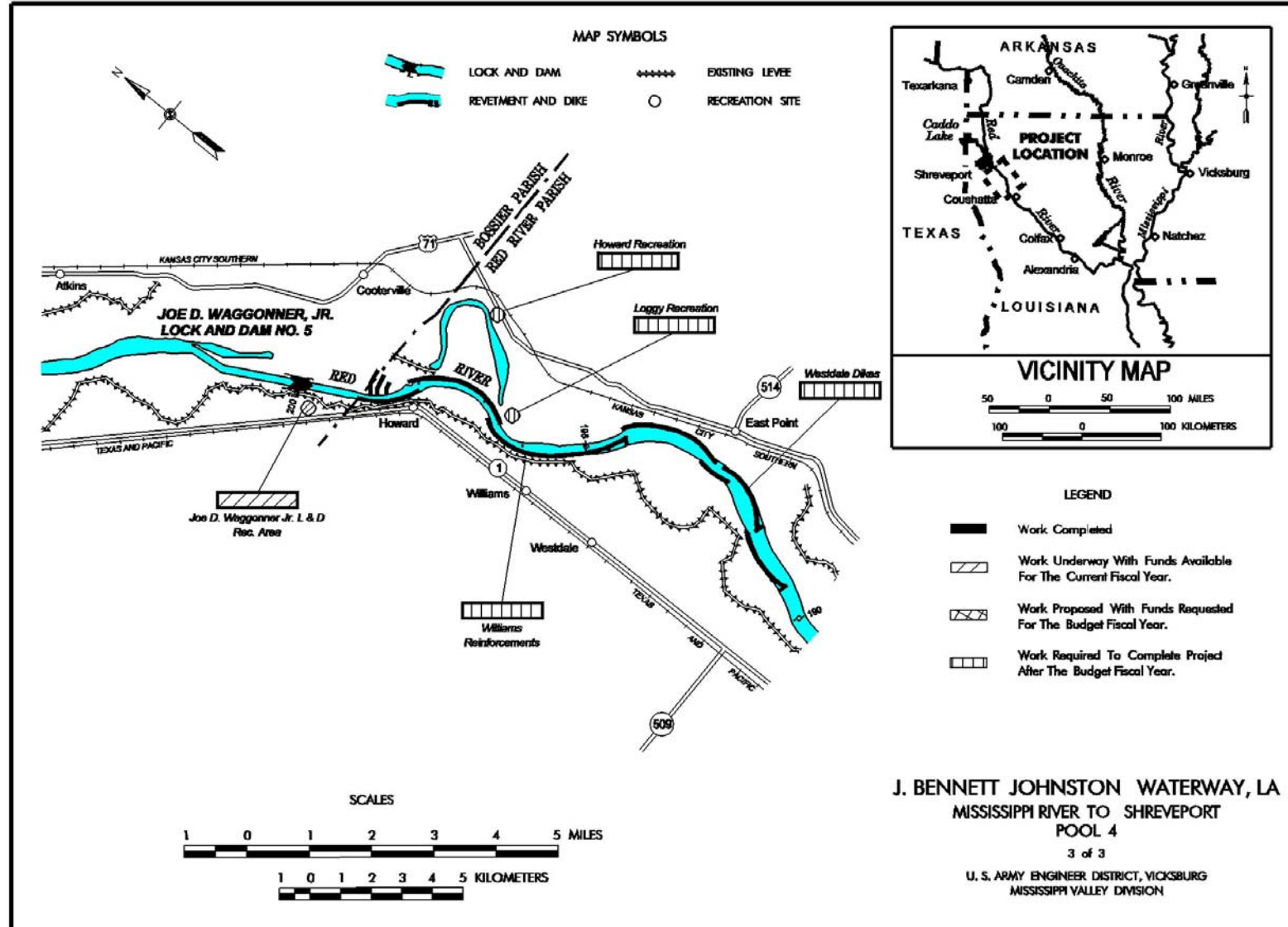


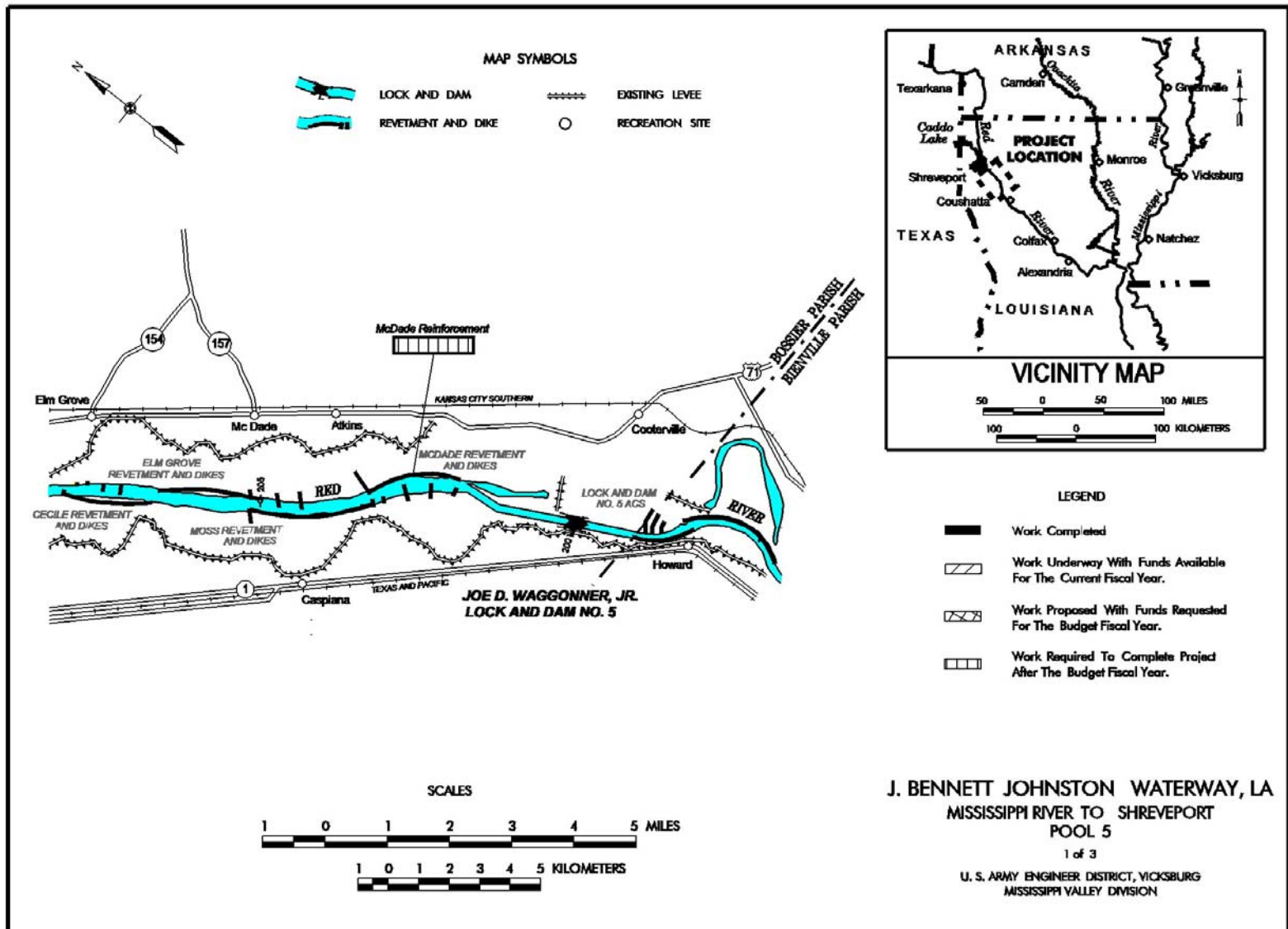


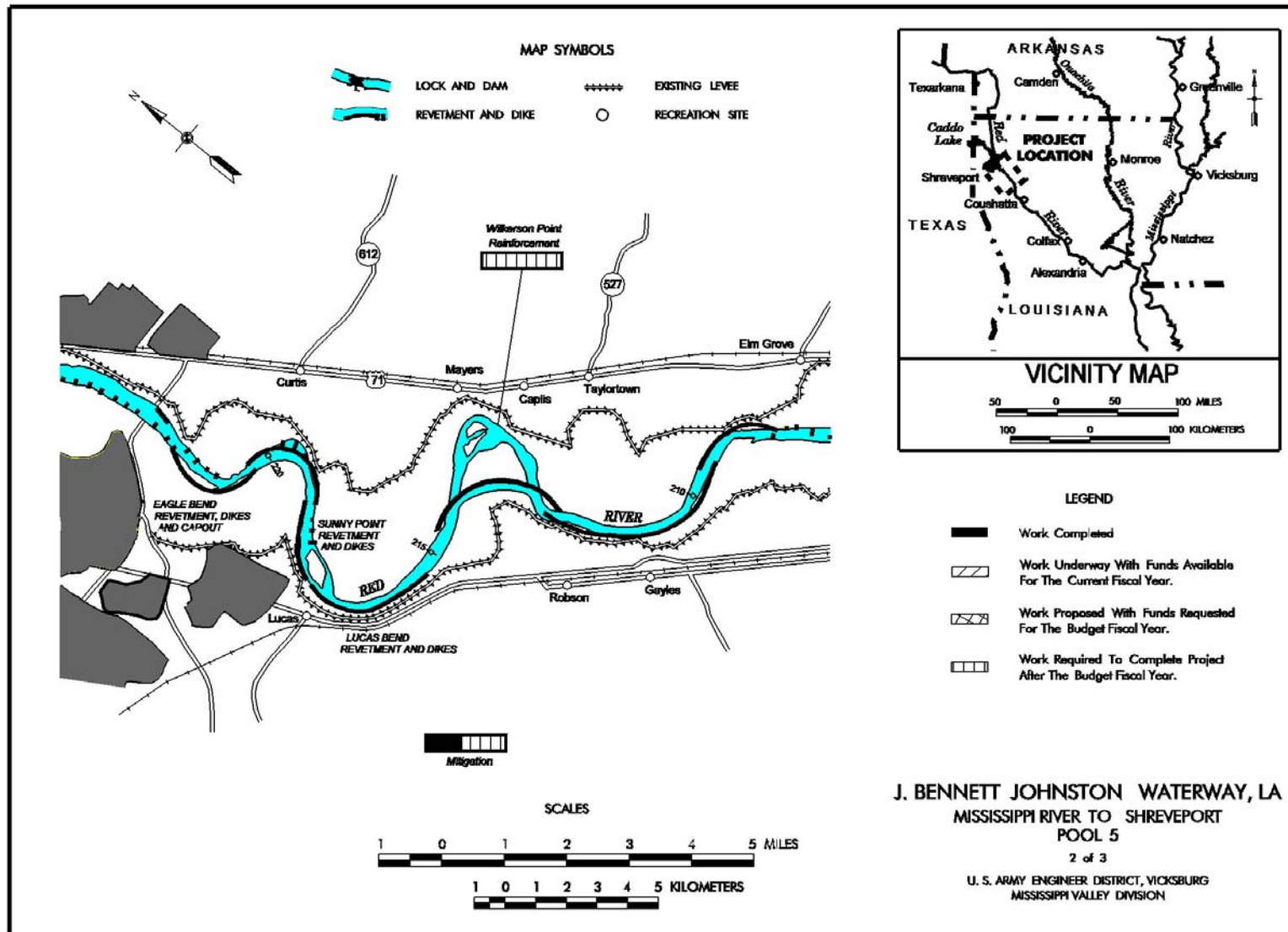


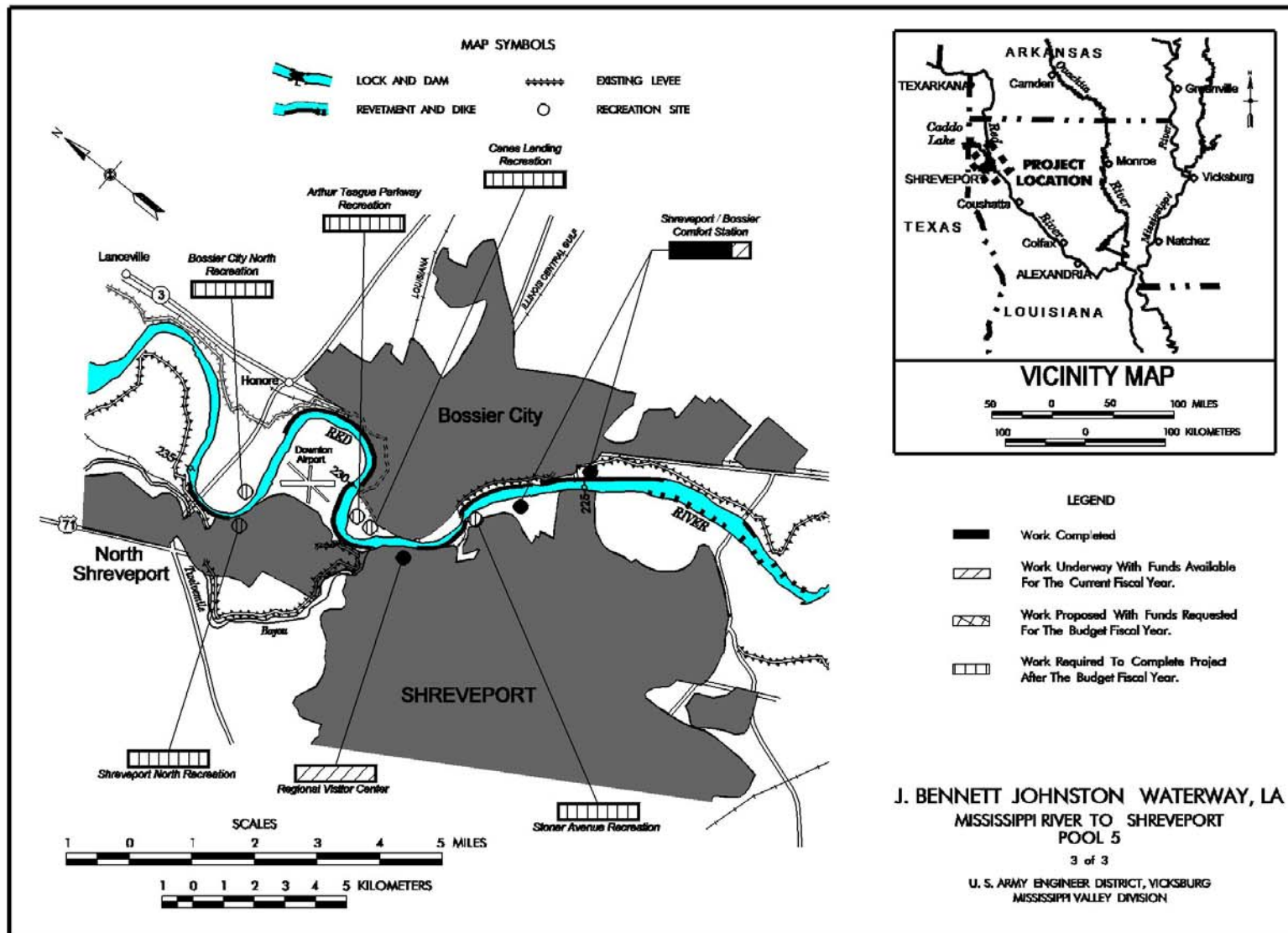












APPROPRIATION TITLE: Construction, General – Local Protection (Flood Control)

PROJECT: East St. Louis, Illinois (Continuing)

LOCATION: The project is located in St. Clair and Madison Counties, Illinois, along the left bank of the Mississippi River between river miles 175 and 195 above the Ohio River.

DESCRIPTION: The project consists of rehabilitation of 21 small gravity drains, 10 large gravity drains (gatewells), 20 closure structures, and 300 relief wells: floodwall and levee rehabilitation work: rehabilitation of 12 pumping stations, 3 drainage control structures, and 6 segments of channel rehabilitation; replacement of 3 bridge structures; and abandonment and removal of 4 bridge structures. All work, except bridges, is programmed. The bridge work, which is unprogrammed, will be performed at 100 percent non-Federal cost.

AUTHORIZATION: Energy and Water Development Appropriations Act of 1988 (PL 100-202).

REMAINING BENEFIT-REMAINING COST RATIO: 19.9 to 1 at 8 7/8 percent.

TOTAL BENEFIT-COST RATIO: 10.3 to 1 at 8 7/8 percent.

INITIAL BENEFIT-COST RATIO: 9.6 to 1 at 8 7/8 percent (FY 1988).

BASIS OF BENEFIT-COST RATIO: Benefits are from the Supplemental Project Report, completed March 1999.

SUMMARIZED FINANCIAL DATA			ACCUM PCT OF EST FED COST	STATUS (1 Jan 2003)	PCT CMPL	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost		\$ 38,946,000		Entire Project	TBD	TBD
Programmed Construction	TBD					
Unprogrammed Construction	TBD					
PHYSICAL DATA						
Estimated Non-Federal Cost		16,465,000 ¹				
Programmed Construction	TBD			Floodwall & Levee Work		
Cash Contributions	TBD			Small Gravity Drains		21
Other Costs	TBD			Large Gravity Drains		10
Estimated Non-Federal Cost				Closure Structures		20
Unprogrammed Construction	TBD			Relief Wells		300
Other Costs	TBD			Pumping Stations		12
				Drainage Control Structures		3
Total Estimated Programmed Construction Cost		TBD		Bridge Replacements		3
Total Estimated Unprogrammed Construction Cost		TBD		Bridge Abandonment and Removal		4
Total Estimated Project Cost		55,411,000		Channels		6 segments
Allocations to 30 September 2002		30,608,000				
Conference Allowance for FY 2003		TBD				
Allocation for FY 2003		TBD				
Allocations through FY 2003		TBD	TBD			
Allocation Requested for FY 2004		815,000	TBD			
Programmed Balance to Complete After FY 2004		TBD				
Unprogrammed Balance to Complete After FY 2004		TBD				

¹ A cash contribution of \$12,283,000 is partially offset by a credit of \$2,899,000 for work-in-kind on completed work.

JUSTIFICATION: The original project, authorized by the Flood Control Act of 1936, provides protection for 85,000 acres of business, industrial and residential areas, including East St. Louis, Granite City, Madison, Venice, Brooklyn, Fairmont and Sauget, Illinois. Urban design flood protection is provided for a Mississippi River flood stage of 52 feet on the St. Louis, Market Street gage. The rehabilitation project was authorized by the Energy and Water Development Appropriations Act of 1988. As a result of failure of a deteriorated roller gate, localized flooding occurred in 1986 causing the evacuation of 1,200 persons and an estimated \$35,000,000 in damages. The need for extensive rehabilitation work was verified during preparation of a General Design Memorandum for the project during Fiscal Year 1990. The extensive rehabilitation work needed is the result of several decades of deferral of required project maintenance due to the limited financial capability of the local sponsor, Metro East Sanitary District. A tax referendum, which was passed in February 1989, provides the Metro East Sanitary District with increased tax revenue necessary to cost share in the rehabilitation project and to perform the necessary maintenance of the project after the rehabilitation is completed. The average annual benefits, all flood control, are \$30,159,000.

FISCAL YEAR 2004: The requested amount will be applied as follows:

Initiate: Sand Flank Levee Contract	\$ 150,000
Continue: North and East Pump Stations	250,000
Engineering and Design	395,000
Supervision and Administration	20,000
Total	\$ 815,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1986, the non-Federal sponsor must comply with the requirements listed below.

Requirements of Local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Provide lands, easements, rights-of-way, and dredged material disposal areas.	\$ 604,000	\$
Pay 17.5 percent of the costs allocated to flood control to bring the total non-Federal share of flood control costs to 25 percent, as determined under Section 103(m) of the Water Resources Development Act of 1986 to reflect the non-Federal sponsor's ability to pay for credit allowed based on section 215 of the Flood Control Act of 1968.	12,283,000	
Modify or relocate utilities, roads, bridges (except railroad bridges), and other facilities where necessary for construction of the project.	3,578,000	
Total Non-Federal Costs	\$ 16,465,000	\$ 0

Local interests are also required to operate and maintain all works after completion.

STATUS OF LOCAL COOPERATION: The local sponsor, the Metro East Sanitary District, is strongly supportive of the project. A tax referendum passed in February 1989, provided sufficient funds for local sponsorship of the project. Three Project Cooperation Agreements were executed for this project. The Project Cooperation Agreement for the first construction item was executed in November 1989. The second Project Cooperation Agreement was executed on 11 December 1990. The third Project Cooperation Agreement was executed on 11 March 1992. Amendment No. 1 to the third Project Cooperation Agreement, crediting the local sponsor for costs of work-in-kind (Clearing & Excavation of Drainage Channels), was executed on 9 August 1994. Amendment No. 2, executed on 2 September 1997, allows the Corps to award a contract for the previously identified work-in-kind and adds mitigation as a project cost feature. A Third Party Agreement, executed in August 1999 between Metro East Sanitary District and Canteen Creek Drainage District, eliminates the requirement for a fourth Project Cooperation Agreement for this project. The current non-Federal cost estimate of \$16,465,000, which includes a cash contribution of \$9,384,000, is an increase of \$8,861,000 from the non-Federal cost estimate of \$7,604,000 noted in the Project Cooperation Agreement, which included a cash contribution of \$7,062,000. In a financial document dated 19 May 1999, the non-Federal sponsor indicated they are financially capable and willing to contribute the increased non-Federal share. Our analysis of the non-Federal sponsor's financial capability to participate in the project affirms that the sponsor has a reasonable and implementable plan for meeting its financial commitment.

COMPARISON OF FEDERAL COSTS ESTIMATES: The current Federal cost estimate of \$38,946,000 is an increase of \$261,000 from the latest estimate (\$38,685,000) presented to Congress (FY 2003). This change includes the following item:

Item	Amount
Price Escalation on Construction Features	\$ 261,000
Total	\$ 261,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The project consists of rehabilitation of existing facilities and, for the major part of the project, will not affect environmental conditions except for short-term localized impacts. An environmental assessment and Finding of No Significant Impact was signed by the District Commander on 1 August 1991.

OTHER INFORMATION: Funds to initiate construction were appropriated in Fiscal Year 1988.

As a result of the drainage ditch clearing and excavation, mitigation was approved as a project cost per amendment Number 2 to the third Project Cooperation Agreement and was accomplished on project lands.

Fish and Wildlife mitigation costs are estimated to be \$19,000.

APPROPRIATION TITLE: Construction, General - Local Protection (Flood Control)

PROJECT: Loves Park, Illinois (Continuing)

LOCATION: Loves Park is located in Winnebago County in north central Illinois, north of the city of Rockford.

DESCRIPTION: The project will provide 100-year protection for a highly urbanized portion of the city of Loves Park along Loves Park Creek. The project will divert excess runoff to detention areas. Floodwaters will be stored until channel stages subside such that the floodwaters may be evacuated from the detention areas. The protective works include 17,900 lineal feet of improved channel, and 3 detention lakes. All work is programmed.

AUTHORIZATION: Water Resources Development Act of 1986 (Public Law 99-662).

REMAINING BENEFIT-REMAINING COST RATIO: 1.8 to 1 at 8-5/8 percent.

TOTAL BENEFIT-COST RATIO: 1.1 to 1 at 8-5/8 percent.

INITIAL BENEFIT-COST RATIO: 1.4 to 1 at 8-5/8 percent (FY 1990).

BASIS OF BENEFIT-COST RATIO: Analysis based on General Design Memorandum dated March 1988.

SUMMARIZED FINANCIAL DATA		STATUS (1 Jan 2003)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost	\$23,625,000	Entire Project	TBD	TBD
Estimated Non-Federal Cost	8,675,000			
Cash Contributions	\$ 1,615,000			
Other Cost	7,060,000			
		PHYSICAL DATA		
Total Estimated Project Cost	\$32,300,000	Relocations: Bridges & Utilities Channels: 17,900 feet		

SUMMARIZED FINANCIAL DATA (Continued)

		ACCUM. PCT. OF EST. FED. COST
Allocations to 30 September 2002	\$ 14,941,000	
Conference Allowance for FY 2003	TBD	
Allocation for FY 2003	TBD	
Allocations through FY 2003	TBD	TBD
Allocation Requested for FY 2004	\$5,785,000	TBD
Programmed Balance to Complete After FY 2004	TBD	
Unprogrammed Balance to Completed After FY 2004	TBD	

JUSTIFICATION: The Loves Park Creek floodplain is dominated by residential neighborhoods, with some concentrations of industrial and commercial development. Flooding problems are caused by intense storms falling over the highly urbanized 7.8-square mile drainage basin of Loves Park Creek. Loves Park Creek, which bisects the city, has inadequate channel capacity and hydraulically inefficient bridges incapable of handling the amount of runoff produced by such storms (it is estimated that a 2-year flood would exceed existing channel capacity). Major floods along Loves Park Creek have been of a flash flood nature and of short duration (less than 1 day). Recent flooding occurred in April 1973, 1975, 1978, and June 1994. The flood of record occurred on April 20, 1973, with damage estimated at \$2,780,000. Damages under present conditions of development are estimated at \$9,060,000 at 1999 price levels. A 100-year flood would cause an estimated \$20,100,000 in damage. Average annual damages caused by flooding along Loves Park Creek are estimated at \$3,552,000 of which over 90 percent are attributable to residential damages. The annual damage and benefit calculations are based on the economic analysis included in the General Design Memorandum for Loves Park, IL, dated March 1988, approved November 1988, and revised September 1989. Average annual benefits, all flood control, are \$3,056,000.

FISCAL YEAR 2004: The requested amount will be applied as follows:

Lands and Damages Acquisition Expense	\$ 48,000
Continue Construction of Stage I, Channels	5,057,000
Planning, Engineering, and Design	200,000
Supervision and Administration	480,000
Total	\$ 5,785,000

NON-FEDERAL COSTS: In accordance with the cost-sharing and financing concepts reflected in the Water Resources Development Act of 1986, the non-Federal sponsor must comply with the requirements listed below:

Requirements of Local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Provide lands, easements, and rights-of-way	\$ 4,180,000 ¹	\$
Modify or relocate buildings, utilities, roads bridges (except railroad bridges), and other facilities where necessary in the construction of the project	2,260,000	
In accordance with Assistant Secretary of Army (Civil Works) decision of 17 May 1988, the Government shall apply credit for external compatible work associated with the construction of the Pebble Creek Dam	439,000	
Provide services for Planning, Engineering and Design and Supervision and Administration for relocation work	175,000	
Provide for contingency reserve on lands, easements, and relocations.	6,000	
Pay 5 percent of the cost allocated to flood control in cash to bring the total non-Federal share of flood control costs to 32 percent, and bear all cost of operation, maintenance, repair, rehabilitation, and replacement of flood control facilities	1,615,000	28,000
Total Non-Federal Cost	\$ 8,675,000	\$ 28,000

The Non-Federal sponsor has agreed to make required payments concurrently with project construction.

¹ Includes \$60,000 in sunk costs by the local sponsor prior to construction.

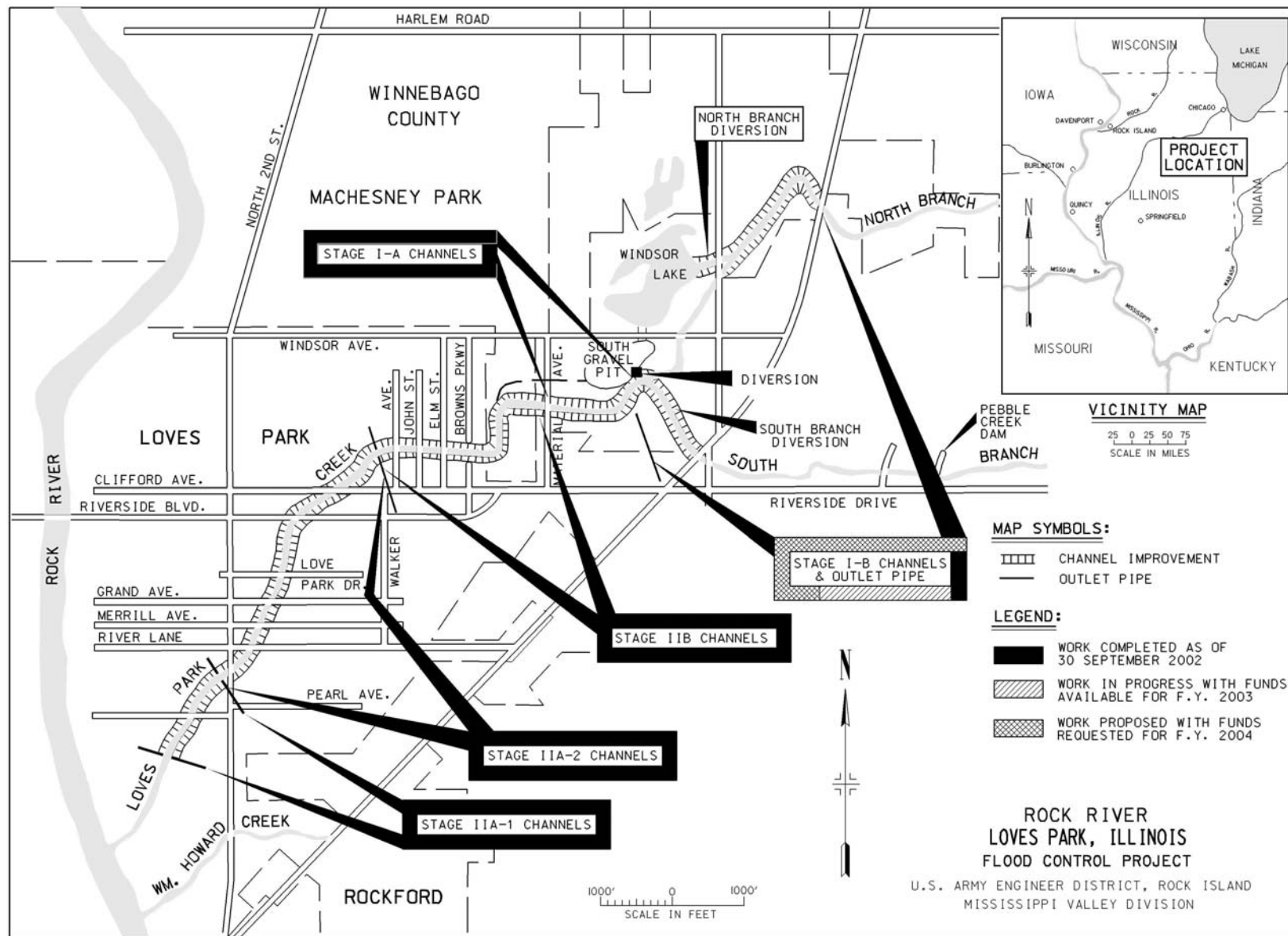
STATUS OF LOCAL COOPERATION: The City of Loves Park, Illinois, is the local sponsor for this project. The Local Cooperation Agreement was executed on 26 March 1991. The State of Illinois has executed an agreement with the city that provides for \$3,550,000 in financial assistance for the project. The current non-Federal cost estimate of \$8,675,000, which includes a cash contribution of \$1,615,000, is a decrease of \$895,000 from the non-Federal cost estimate of \$9,570,000 noted in the Local Cooperation Agreement, which included a cash contribution of \$1,375,000. The non-Federal sponsor is financially capable and willing to contribute the increased non-Federal share.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal Cost Estimate of \$23,625,000 an increase of \$2,625,000 from the last estimate (\$21,000,000) presented to Congress (FY 2003). The Federal cost estimate was disproportionately affected due to changes in the LERRDs for the project. This change includes the following items:

Item	Amount
Price Escalation of Construction Features	\$ 106,000
Post Contract Award and other Estimating adjustments (including contingency adjustments)	2,075,000
Design changes (requested by local sponsor)	444,000
Total	\$ 2,625,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The final Environmental Impact Statement (EIS) was approved by the Council on Environmental Quality on 14 March 1980. In 1985, an Environmental Assessment (EA) was coordinated to address changes to the project incorporated in the General Reevaluation Report, which resulted in a Finding of No Significant Impact (FONSI) that was signed in December 1986. An EA addressing further changes identified in the General Design Memorandum has been prepared and was released for Public Review on 17 July 1990. The review resulted in a FONSI, which was signed on 11 October 1991. With regard to Section 404 requirements, the project is covered under a nationwide permit; however, Section 401, State Certification, was required from the State of Illinois. Certification was received on 24 September 1990.

OTHER INFORMATION: Funds to initiate preconstruction engineering and design were appropriated in Fiscal Year 1985. Funds to initiate construction were appropriated in Fiscal Year 1990.



APPROPRIATION TITLE: Construction, General - Flood Control

PROJECT: Comite River Diversion Channel, Louisiana (Continuing)

LOCATION: The Comite River basin comprises approximately 348 square miles and includes portions of Wilkinson and Amite Counties in Mississippi and East Feliciana and East Baton Rouge Parishes in Louisiana. The diversion project is located between the Comite and Mississippi Rivers north of the Town of Baker, Louisiana, and south of the Town of Zachary, Louisiana.

DESCRIPTION: The purpose of the project is to provide flood protection for the residents of the Comite River Basin. The authorized project will reduce stages on the Comite River from the diversion point to the confluence with the Amite River, on the Amite River from the confluence with the Comite River near Denham Springs to Port Vincent, and on Hurricane Creek, Robert Canal, and White's, Cypress and Baton Rouge Bayous. The Comite River is a right bank tributary of the Amite River, with a confluence near the city of Denham Springs, east of Baton Rouge, LA. The project provides for the construction of a 12-mile-long diversion channel located between the Comite and Mississippi Rivers north of the town of Baker, LA and south of the town of Zachary, LA. Included in the project are a diversion structure, a control structure at Lilly Bayou, four drop structures to handle intercepted drainage, three low flow augmentation pumps to supplement flows down stream of the diversion channel, improvements to Bayou Baton Rouge, White Bayou, and Cypress Bayou, and the provision of project mitigation areas. All work is programmed.

AUTHORIZATION: Water Resources Development Acts, of 1992, 1996 and 1999.

REMAINING BENEFIT - REMAINING COST RATIO: 2.3 to 1 at 6-1/8 percent.

TOTAL BENEFIT - COST RATIO: 2.3 to 1 at 6-1/8 percent.

INITIAL BENEFIT - COST RATIO: 1.2 to 1 at 7 3/8 percent.

BASIS OF BENEFIT - COST RATIO: Benefits are from the design memorandum approved in August 1996 with an economic re-evaluation in June 2002 at October 2000 price levels.

SUMMARIZED FINANCIAL DATA		ACCUM PCT OF EST FED COST	STATUS (1 Jan 2003)	PCT CMPL	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost	\$ 115,000,000		Entire Project	TBD	TBD
Estimated Non-Federal Cost	48,000,000				
Cash Contributions	\$ 8,390,000				
Other Cost	39,610,000				
PHYSICAL DATA					
Total Estimated Project Cost	\$ 163,000,000		Channel 195 miles		
Allocations to 30 September 2002	\$ 12,562,000		Ohio River to St. Louis 9 x 300 feet		
Conference Allowance for FY 2003	TBD		St. Louis to Missouri River 9 x 200 feet		
Allocations for FY 2003	TBD				
Allocations through FY 2003	TBD	TBD			
Allocation Requested for FY 2004	2,000,000	TBD			
Programmed Balance to Complete After FY 2004	TBD				
Unprogrammed Balance to Complete After FY 2004	TBD				

PHYSICAL DATA

CHANNELS AND CANALS: 12 miles.

LEVEES AND FLOODWALLS: An earthen closure will be constructed at Brooks Lake.

PUMPING STATIONS: Three 1.5 cfs

FLOODWAY CONTROL AND DIVERSION STRUCTURES: Comite River Diversion Structure

Lilly Bayou Control Structure

Four drop structures

MITIGATION: 1,484 acres to include planting of trees on 765 acres.

JUSTIFICATION: Flooding within the project area originates from excessive rainfall resulting in headwater and backwater overflow of the Comite River and tributary systems. Between 1973 and 1983, four major floods occurred in the subbasin. The maximum flood of record in the Amite River basin occurred in 1983 and caused approximately \$172,000,000 in damages, (1983 price levels) including \$48,000,000 occurring in the Comite River subbasin. East Baton Rouge Parish experienced \$65,200,000 in damages, with 75 percent occurring in the Comite River subbasin. Flooding up to eight feet above the first floor level was reported with inundation of structures lasting from a few hours to several days. About 55,000 acres of land were flooded and a total of 1,550 urban residences, 20 rural residences and 37 urban businesses were flooded in East Baton Rouge Parish. The total average annual benefits, all flood control, are \$26,582,000.

FISCAL YEAR 2004: The requested amount will be applied as follows:

Complete:	
Lilly Bayou Control Structure Phase I	\$ 1,482,000
Federal Real Estate	28,000
Planning, Engineering & Design	290,000
Supervision and Administration	200,000
Total	\$ 2,000,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1996 and 1999, the non-Federal sponsor must comply with the requirements listed below:

Requirements of Local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Provide lands, easements, rights-of-way, and borrow and excavated or dredged material disposal area.	\$16,182,000	\$
Provide during the period of construction a cash contribution equal to 5 percent of total project cost allocated to flood control.	8,390,000	
Modify or relocate utilities, roads, bridges (except railroad bridges) where necessary for the construction of the project.	23,428,000	
Pay all cost allocated to operation, maintenance, repair, rehabilitation, and replacement of the project features.		539,000
Total Non-Federal Cost	\$ 48,000,000	\$ 539,000

The non-Federal sponsor has agreed to make all payments of first costs concurrently with project construction.

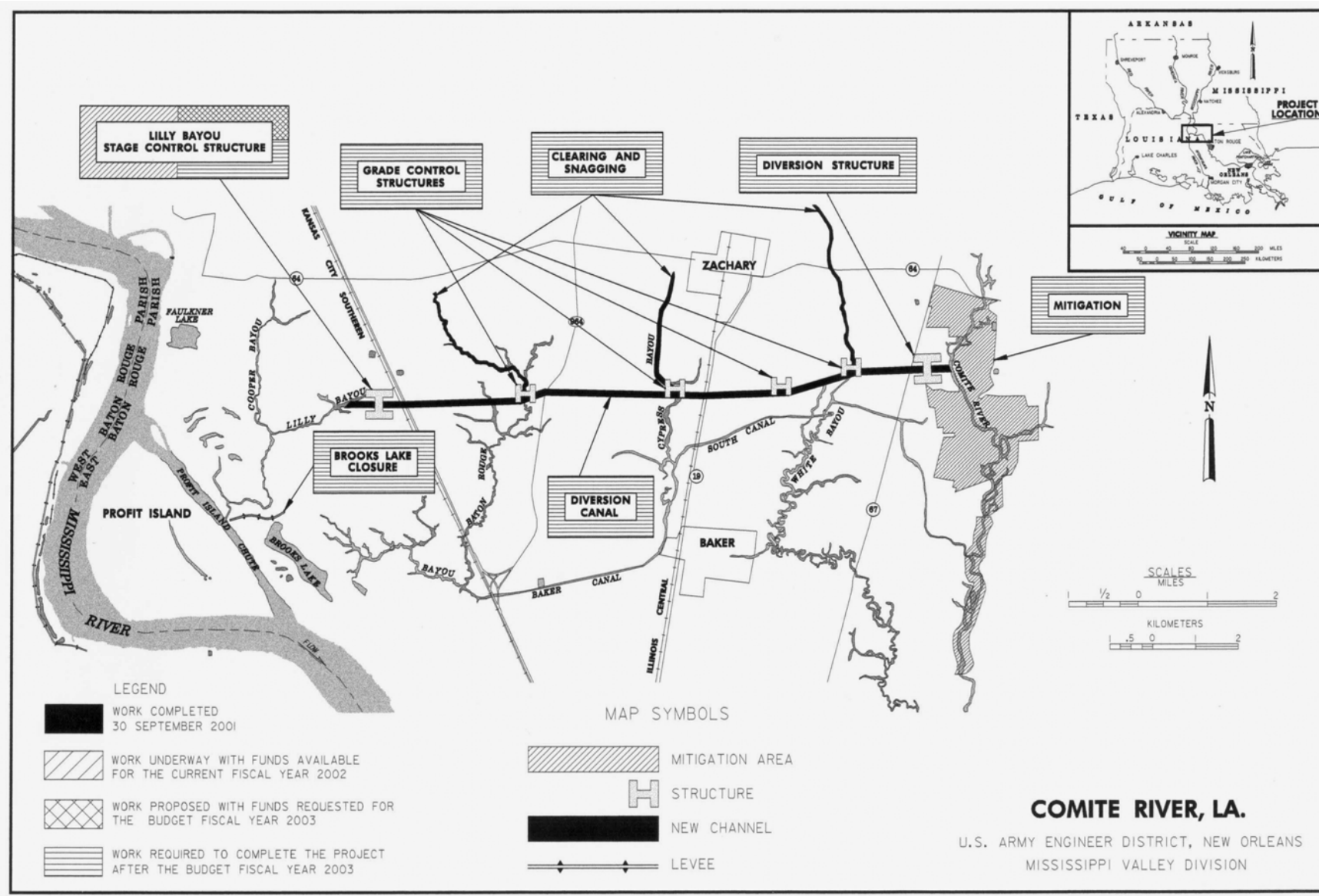
STATUS OF LOCAL COOPERATION: The construction local sponsor is the Louisiana Department of Transportation and Development. The operation and maintenance (O&M) local sponsor is the City/Parish of East Baton Rouge. The Project Cooperation Agreement was signed 1 October 2001.

COMPARISON OF FEDERAL COST ESTIMATE: The current Federal cost estimate of \$115,000,000 is an increase of \$7,000,000 from the latest estimate (\$108,000,000) presented to Congress (FY 2003). This change includes the following item:

Item	Amount
Price Escalation on Construction Features	\$ 7,000,000
Total	\$ 7,000,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The final Environmental Impact Statement was filed with the Environmental Protection Agency on April 10, 1991. An Environmental Assessment which documents changes to the authorized project has been completed and a Finding of No Significant Impact was signed on 19 December 1995.

OTHER INFORMATION: Funds to initiate Preconstruction Engineering and Design were appropriated in Fiscal Year 1991. Funds to initiate construction were appropriated in Fiscal Year 1999. The Water Resources Development Act of 1999, dated 17 August 1999 (PL106-53) Section 371 modified the project to include the costs of highway relocations to be cost shared as a project construction feature.



APPROPRIATION TITLE: Construction, General - Local Protection (Flood Control)

PROJECT: Lake Pontchartrain, Louisiana, and Vicinity (Hurricane Protection)(Continuing)

LOCATION: The project is located in St. Charles, Jefferson, Orleans, St. Bernard and St. Tammany Parishes in southeast Louisiana in the general vicinity of New Orleans, adjacent to Lake Pontchartrain.

DESCRIPTION: The recommended plan consists of a new levee north of US Highway 61, from the east Bonnet Carré Spillway guide levee to the Jefferson-St. Charles Parish boundary; a floodwall along the Jefferson-St. Charles Parish line; an enlarged levee along the Jefferson Parish lakefront; an enlarged New Orleans lakefront levee landward of the seawall including parallel flood protection on the 17th Street, Orleans Avenue, and London Avenue outfall canals; a new and enlarged levee and floodwall along both sides of the Inner Harbor Navigation Canal (IHNC); a new levee and floodwall along the lakefront from the airport to South Point; an enlarged levee from South Point to the Gulf Intracoastal Waterway (GIWW); an enlarged levee and new floodwall along the northside of the Mississippi River-Gulf Outlet (MR-GO) and GIWW; a new levee in the Chalmette area from the IHNC levee along the south bank of the MR-GO to approximately 2-1/2 miles northwest of Verret and west to the Mississippi River levee near Caernarvon; a strengthened Mandeville seawall on the north shore at present height; and a new pumping station and vertical lift gates for the Florida Avenue Complex. The parallel protection work for Orleans and London Avenue Outfall canals is unprogrammed after FY 2002

AUTHORIZATION: Flood Control Act of 1965; Water Resources Development Acts of 1974, 1986, 1990, 1992, 1996, and 2000.

REMAINING BENEFIT TO REMAINING COST RATIO: 4.6 to 1 at 3-1/8 percent.

TOTAL BENEFIT - COST RATIO: 3.0 to 1 at 3-1/8 percent.

INITIAL BENEFIT-COST RATIO: 17.6 to 1 at 3-1/8 percent (FY 1967).

BASIS OF BENEFIT - COST RATIO: Benefits are from the latest available evaluation dated December 1982 at 1981 price levels.

SUMMARIZED FINANCIAL DATA			STATUS (1 Jan 2003)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Total Appropriation Requirement		\$ 527,000,000	New Orleans East Unit	TBD	TBD
Programmed Construction	TBD		New Orleans West Unit	TBD	TBD
Unprogrammed Construction	TBD		Mandeville Unit	100	March 1996 ¹
			Chalmette Unit	TBD	TBD
Future Non-Federal Reimbursement		258,000	Entire Project	TBD	TBD
Programmed Construction	TBD				
Unprogrammed Construction	TBD				
PHYSICAL DATA					
Estimated Federal Cost (Ultimate)		526,742,000			
Programmed Construction	TBD		Levees: Average Height: 16 feet		Drainage Structures: 9
Unprogrammed Construction	TBD		Length: 80 miles		
Estimated Non-Federal Cost		210,000,000	Dam Closures: 2		Floodwalls: 17.9 miles
Programmed Construction		TBD	Pumping Plant: 1		Floodgates: 2
Cash Contribution	TBD				
Other Costs	TBD		Control Valve Structures: 3		
Reimbursements:					
Hurricane Protection	TBD				
Unprogrammed Construction		TBD			
Cash Contribution	TBD				
Other Costs	TBD				
Reimbursements	TBD				

¹ Work accomplished by the Fiscal Year 1992 Dire Emergency Supplemental under Appropriation 96x3125, Flood Control and Coastal Emergencies.

SUMMARIZED FINANCIAL DATA (Continued)

Total Estimated Programmed Construction Cost	TBD	
Total Estimated Unprogrammed Construction Cost	TBD	
Total Estimated Project Cost	\$ 737,000,000	
Allocations to 30 September 2002	\$ 435,075,000	ACCUM.
Conference Allowance for FY 2003	TBD	PCT. OF EST.
Allocation for FY 2003	TBD	FED. COST
Allocations through FY 2003	TBD	TBD
Allocation Requested for FY 2004	\$ 3,000,000	TBD
Programmed Balance to Complete After FY 2004	TBD	
Unprogrammed Balance to Completed After FY 2004	TBD	

JUSTIFICATION: The lowlands in the Lake Pontchartrain tidal basin are subject to tidal overflow. The Greater New Orleans Metropolitan Area which lies in this basin will continue its rapid economic development in the future years even though severe damages have resulted from several hurricanes in the past years. Hurricane damages result from surges entering Lake Pontchartrain from Lake Borgne through natural tidal passes at the Rigolets and Chef Menteur Passes and the Inner Harbor Navigation Canal. The surges are intensified by local wind effects and the combination of waves and surges causing overtopping of the pre-project protective works along the shores of Lake Pontchartrain. The eastern portion of the area is also subject to flooding by surges and waves that move directly from Lake Borgne and overtop the then existing inadequate protective system seaward of the developed land areas. As a result, residences and industrial and commercial establishments suffer damage, business activities are disrupted, lives are endangered, and hazards to health are created. Hurricanes much more severe than any of record are possible. In the event of the occurrence of such a severe hurricane, catastrophic property damage and loss of human life would be experienced. Local interests have requested protection against these threats to life and property. Hurricane Betsy in September 1965 caused extensive damage and flooding of urban areas of the New Orleans area to depths of up to 10 feet. Hurricane Camille occurred in the project area in August 1969 and flooded areas along the Inner Harbor Navigation Canal. Extensive flooding and overtopping of levees would have occurred in the project area in September 1974 if Hurricane Carmen had continued on its predicted course. In 1985 Hurricane Juan caused extensive flooding in the St. Charles Parish area. The Lake Pontchartrain hurricane protection project will provide protection from similar occurrences. The project will provide protection against flooding from the Standard Project Hurricane (SPH). The average annual benefits, all flood control, are \$95,771,000.

FISCAL YEAR 2004: The requested amount will be applied as follows:

NEW ORLEANS EAST UNIT

Complete:

Hammond Hwy \$ 40,000

Continue:

New Orleans Back Levee 406,000

Federal Real Estate Support 20,000

Surveys and Layouts 20,000

Planning, Engineering and Design 75,000

Supervision and Administration 60,000

Subtotal \$ 621,000

NEW ORLEANS WEST UNIT

Complete:

Hammond Hwy \$ 82,000

Reach 2B, 2nd Lift 150,000

Continue:

Gulf South Pipeline 225,000

Reach 1 Structures 600,000

St. Rose Canal Drainage Structure 200,000

Federal Real Estate Support 40,000

Survey and Layouts 52,000

Planning, Engineering and Design 100,000

Supervision and Administration 60,000

Subtotal \$ 1,509,000

CHALMETTE UNIT

Continue:

IHNC to Paris Road \$ 620,000

Surveys and Layouts 9,000

Planning, Engineering and Design 181,000

Supervision and Administration 60,000

Subtotal \$ 870,000

Total \$ 3,000,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the Flood Control Act of 1965 and the Water Resources Development Act of 1974, the non-Federal sponsors must comply with the requirements listed below:

Requirements of Local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Provide lands, easements, and right-of-ways, and borrow and excavated or dredged material disposal areas.	\$ 43,255,000	\$
Accomplish alterations to roads, pipelines, cables, wharves, oil wells, and any other facilities necessary for construction of the project.	19,916,000	
Pay 30 percent of the total project cost, including the items listed above and a cash contribution or equivalent work specifically undertaken as an integral part of the project after authorization and in accordance with construction schedules as required by the Chief of Engineers, excluding a reimbursement to the Federal Government for costs allocated pursuant to the Water Resources Development Act of 1974.	146,571,000	
Reimburse the Federal Government for costs allocated pursuant to the Water Resources Development Act of 1974.	258,000	
Pay all costs of operations, maintenance, repair, rehabilitation, and replacements of all features of the project works.		1,339,000
Total Non-Federal Costs	\$ 210,000,000	\$ 1,339,000

In addition, local interests, through the combined efforts of the State of Louisiana, local levee and drainage districts, and parish police juries, have spent an estimated \$25,366,000 between 1930-1963, based on the best cost records available, to improve and maintain the hurricane protection system existing prior to project authorization. Available costs of record are as follows:

Combination of State of Louisiana and Lake Borgne Levee District and Chalmette Back Levee District on the Chalmette Back Levee Protection Systems	\$ 4,410,000
Orleans Levee District	12,010,000
Port of New Orleans (levees along Industrial Canal)	924,000
Pontchartrain Levee District	5,022,000
Fourth Drainage District of Jefferson Parish	3,000,000
Total	\$25,366,000

A very severe hurricane, "Betsy," occurred in the project area in September 1965, just prior to the authorization of the project in October 1965. Considerable damage was done to many of the existing levees, and local interests immediately instituted an accelerated rehabilitation program, with the view of restoring and strengthening existing protection prior to succeeding hurricane seasons. Any work performed by the non-federal interests after project authorization, that conforms to the project design criteria and alignment, is considered as work-in-kind in lieu of a cash contribution.

STATUS OF LOCAL COOPERATION: Assurances are required for the two independently justified plans.

1. Chalmette Area Plan:

a. Orleans Levee District: New agreements of assurances covering all project cooperation requirements and a deferred payment plan as authorized by the Water Resources Development Act of 1974 were executed on 30 March 1976. These assurances were accepted on behalf of the United States on 7 December 1977.

b. St. Bernard Parish Police Jury and Lake Borgne Basin Levee District: New joint agreements of assurances covering all project cooperation requirements and a deferred payment plan as authorized by the Water Resources Development Act of 1974, were executed on 2 April 1976. These assurances were accepted on behalf of the United States on 7 December 1977.

2. High Level Plan:

a. Orleans Levee District: For the Barrier Plan, new agreements of assurances covering all project cooperation requirements and a deferred payment plan as authorized by the Water Resources Development Act of 1974, were executed on 30 March 1976. These assurances were accepted on behalf of the United States on 7 December 1977. Amended assurances for the High Level Plan were executed by the local sponsor on 29 May 1985, and accepted by the United States on 21 June 1985.

b. St. Tammany Parish: The Louisiana Office of Public Works executed an act of assurance dated 8 November 1976, agreeing to fulfill all project cooperation requirements for that portion of the project in St. Tammany Parish. These assurances were accepted on behalf of the United States on 7 December 1977. Amended assurances for the High Level Plan are required; however, due to failure of the local sponsor to agree to the items of local cooperation, this portion of the project has an indefinite completion date.

c. Pontchartrain Levee District: New agreements of assurances covering all project cooperation requirements and a deferred payment plan as authorized by the Water Resources Development Act of 1974, were executed on 20 September 1976. On 8 November 1976, the Louisiana Office of Public Works agreed to lend financial assistance above \$100,000 to the Pontchartrain Levee District for that portion of the Barrier Plan which is the responsibility of that levee district. These assurances were accepted on behalf of the United States on 7 December 1977. Supplemental assurances for the High Level Plan were executed by the Pontchartrain Levee District for the St. Charles Parish portion of the project on 20 April 1987, and accepted on behalf of the United States on 7 August 1987.

d. East Jefferson Levee District: Supplemental assurances for the High Level Plan were executed by the East Jefferson Levee District for the Jefferson Parish portion of the project on 16 January 1987. A financial plan was received on 25 November 1987, and accepted on behalf of the United States on 21 December 1987. These levees were previously the responsibility of the Pontchartrain Levee District.

COMPARISON OF FEDERAL COST ESTIMATE: The current Federal cost estimate of \$527,000,000 is a decrease of \$6,000,000 from the latest estimate (\$533,000,000) presented to Congress (FY 2003). This change includes the following item:

Item	Amount
Price Escalation on Construction Features	\$ -6,000,000
Total	\$ -6,000,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The final Environmental Impact Statement was filed with the Council on Environmental Quality on 17 January 1975. By court order dated 30 December 1977, a revised Environmental Impact Statement was ordered. A draft revised Environmental Impact Statement for the High Level Plan and the Reevaluation Report, which documents the proposal to adopt that plan instead of the Barrier Plan, were released to the public and filed with the Environmental Protection Agency on 16 December 1983. The final revised Environmental Impact Statement was filed with the Environmental Protection Agency on 7 December 1984.

OTHER INFORMATION: Funds to initiate preconstruction engineering and design were appropriated in Fiscal Year 1966, and funds to initiate construction were appropriated in Fiscal Year 1967.

The project was initially designed in the 1960s, and a reanalysis was performed for part of the project in the mid-1980s. Continuing coastal land loss and settlement of land in the project area may have impacted the ability of the project to withstand the design storm. Refinement of existing computer models to assist in determining the impact of these environmental changes on the project will continue.

Authorizations

		Estimated Cost and Year of Price Level
FC Act of 1965 dated 27 October 1965 (PL 89-298) (HD 231/89/1)	A program for protection from hurricane flood levels at New Orleans, LA and surrounding areas by means of levees, floodwalls, control structures, navigation structures, locks, dams and drainage structures.	\$56,235,000 (1961) ¹
Water Resources Development Act of 1974 dated 7 March 1974 (PL 93-251) Section 92	A modification of the FC Act of 1965 (PL 89-298) to provide that non-Federal public bodies may agree to pay the unpaid balance of the cash payment due with interest, in yearly installments.	
Water Resources Development Act of 1986, dated 17 November 1986 (PL 99-662), Section 805	A modification of the project to include construction of a floodwall with sluice gates or other necessary means to ensure that hurricane-flood protection within Jefferson Parish will be unimpaired as a result of any pumping station constructed by local interests.	\$3,500,000 (1985)
Water Resources Development Act of 1990, dated 28 November 1990 (PL 101-640) Section 116(k)	A restudy of and report on project benefits to determine whether or not sponsors have received expected benefits and whether or not there should be a reallocation of costs as a result of any unrealized expected benefits. No non-Federal payment for the St. Bernard Parish portion of project was required during the study period (28 November 1990 - 28 November 1991)	
Water Resources Development Act of 1992, dated 31 October 1992 (PL 102-580) Section 102(j)(2)	A reevaluation of the reallocation of project cost based on the benefit study required by the WRDA 1990 Section 116(k)	

¹ This is net cost to the Federal Government. The gross cost is \$60,185,000. The difference is \$3,950,000, which is capitalized value at 3-1/8 percent interest over 100 years for O&M on Rigolets Lock which is to be contributed by local interests and used by the Federal government for project construction.

Water Resources Development Act of
1992, dated 31 October 1992
(PL 102-580) Section 102(j)(1)

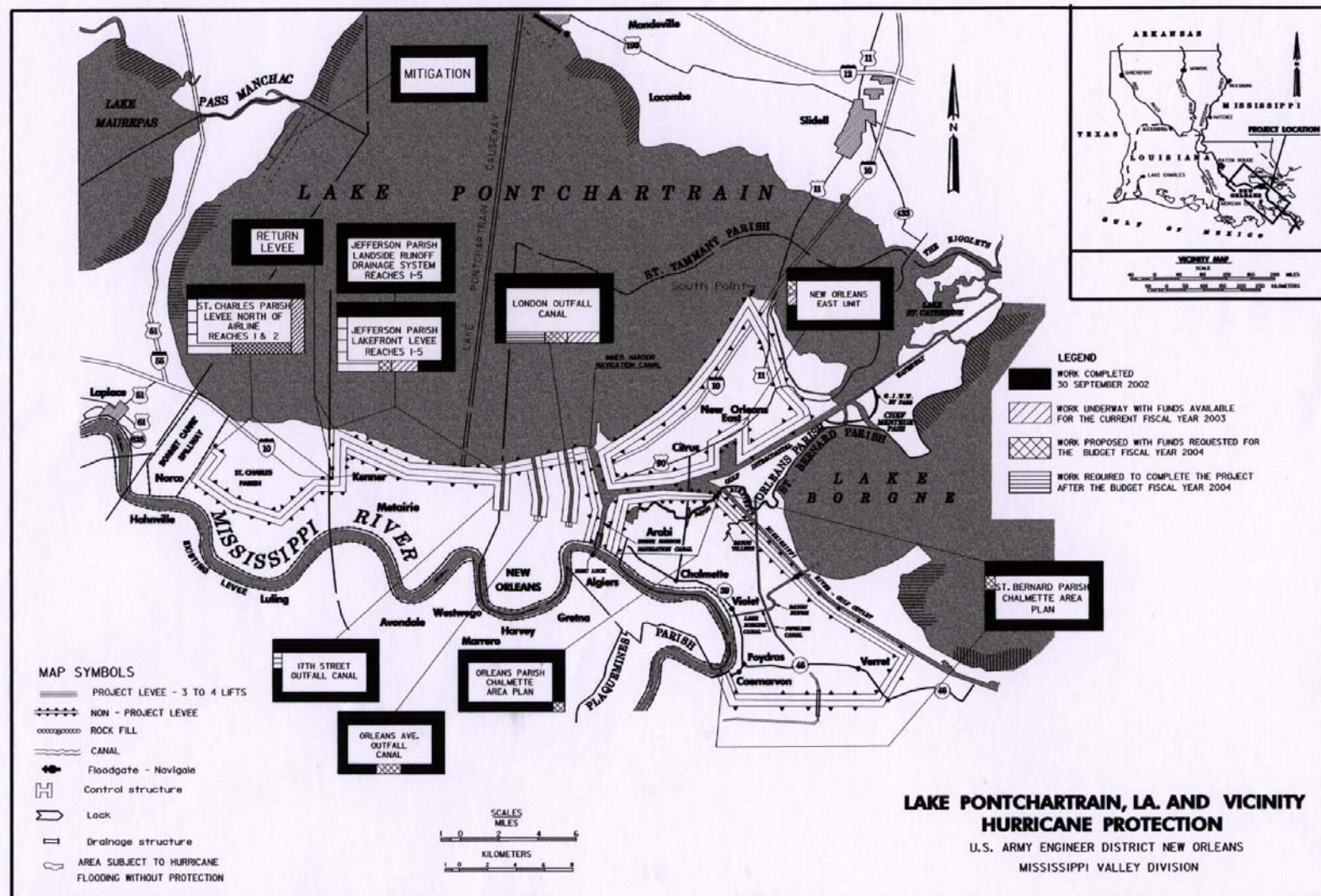
A modification to the project to include conveying landsite runoff from
the Jefferson Parish Lakefront levee from the levee right-of-way to the
street drainage system.

Water Resources Development Act of 1996, dated
12 October 1996 (PL 104-303) Section 325

A modification to the project to provide that St. Bernard Parish,
Louisiana, and the Lake Borgne Basin Levee District, Louisiana, shall
not be required to pay the unpaid balance, including interest, of the
non-Federal cost-share of the project.

Water Resources Development Act of 2000, dated
11 December 2000 (PL 106-541) Section 432

A post authorization change report to include structural modifications
to the seawall providing protection along the south shore of Lake
Pontchartrain not later than 180 days after WRDA enactment.



APPROPRIATION TITLE: Construction, General - Local Protection (Flood Control)

PROJECT: Larose to Golden Meadow, Louisiana (Hurricane Protection) (Continuing)

LOCATION: The project is located in Lafourche Parish, Louisiana, about 28 miles southwest of New Orleans and about 25 miles inland from the Gulf of Mexico along Bayou Lafourche, south of the Gulf Intracoastal Waterway, extending from Larose to Golden Meadow, a distance of about 16 miles.

DESCRIPTION: The project consists of a ring levee approximately 40 miles in length encircling the areas along Bayou Lafourche from Larose to Golden Meadow and extending approximately 9,800 feet from each side of the bayou. Enlargement of about 3 miles of the existing levee at Golden Meadow and construction of floodgates on Bayou Lafourche at the upper and lower limits of the protection system will be used for navigation and hurricane protection purposes. Approximately 8 miles of low interior levees and eight multi-barrelled culverts controlled by flap gates are needed to regulate intercepted drainage. All work is programmed.

AUTHORIZATION: Flood Control Act of 1965.

REMAINING BENEFIT - REMAINING COST RATIO: 13.6 to 1 at 3-1/4 percent.

TOTAL BENEFIT - COST RATIO: 1.9 to 1 at 3-1/4 percent.

INITIAL BENEFIT - COST RATIO: 1.4 to 1 at 3-1/4 percent (FY 1972).

BASIS OF BENEFIT - COST RATIO: Benefits are based on General Design Memorandum Number 1, and Supplement Number 1, approved 18 May 1973 at 1971 price levels.

SUMMARIZED FINANCIAL DATA		ACCUM PCT OF EST FED COST	STATUS (1 Jan 2003)	PCT CMPL	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost	\$ 81,000,000		Entire Project	TBD	TBD
Estimated Non-Federal Cost	35,000,000				
Cash Contributions	\$ 6,193,000				
Other Cost	28,807,000				
Total Estimated Project Cost	\$ 116,000,000				
Allocations to 30 September 2002	\$ 77,551,000				
Conference Allowance for FY 2003	TBD				
Allocations for FY 2003	TBD				
Allocations through FY 2003	TBD	TBD			
Allocation Requested for FY 2004	461,000	TBD			
Programmed Balance to Complete After FY 2004	TBD				
Unprogrammed Balance to Complete After FY 2004	TBD				

PHYSICAL DATA

Levees	Floodgates	Drainage Structures
Loop levee approximately 40 miles in length along both banks of Bayou Lafourche; enlargement of three miles of levees at Golden Meadow; eight miles of low interior levee to regulate intercepted drainage.	2	Eight multi-barreled culverts

JUSTIFICATION: The project area is of great economic importance to the State of Louisiana, and includes lands and improvements having an aggregate value of approximately \$203,904,000 (1995 prices). The population of the area was 20,000 in 1980 and has increased steadily. While oil and gas production, commercial fisheries, and related service industries dominate the economy of the area, there is a wide spectrum of economic activity.

Situated within a region of high hurricane incidence (on the average, two hurricanes threaten the Louisiana coast every three years), the project area is highly vulnerable to overflow from the tidal surges which accompany hurricanes. The highest flood stage during the hurricane of 1915 was 5.5 feet at Golden Meadow, taken from a high-water mark. Should a hurricane similar to that of 1915 move through the area, damages of approximately \$10,962,000 (1995 prices) could be expected. Hurricane Juan (1985) was accompanied by flooding of 6.6 feet, as recorded on the Leeville gauge. Damages sustained during Hurricane Juan were \$35,000,000 and at current prices (1995), \$44,866,000. The flood duration was from two days to one week. Damages began at 3 feet, with significant damages at 4.5 feet. Should a major hurricane approaching the standard project hurricane in intensity move through the area, the entire project area would be submerged in the tidal surge, and monetary damages would likely amount to \$86,811,000 (1995 prices). This damage would include minor crop losses, but the bulk of the

Mississippi Valley Division

New Orleans District

Larose to Golden Meadow, Louisiana
(Hurricane Protection)

3 February 2003

129

damage would consist of physical damage to residential, commercial, and industrial establishments. Residential and commercial facilities are valued at \$52,000,000 (1971 prices), excluding contents, plus \$3,500,000 (1971 prices), or \$207,713,000 (1995 price levels). Average annual damages with the project are negligible (zero), while without the project they are \$14,947,000 (1995 price levels). Flood damages prevented on future developments were determined by projecting future damages at rates equal to the projected population growth and bringing them back to present value by applying a discount rate of 3-1/4 percent. Present values were then amortized for the life of the project to obtain average annual benefits on future damages prevented. The relationship between depth of flooding and percent damage of structures and contents was derived from detailed studies of flood damages in the coastal area of Louisiana for four hurricanes, Carla (1961), Hilda (1964), Betsy (1965) and Camille (1969). These in-depth studies were made for flood insurance rate studies conducted by the U.S. Army Corps of Engineers for the Federal Insurance Administration.

Lafourche Parish has been determined to be an area of "substantial and persistent" unemployment.

The project will provide protection against flooding from hurricanes having a frequency of occurrence of once in 100 years. The average annual benefits are as follows:

Annual Benefits	Amount
Flood Control	\$ 3,559,000
Area Redevelopment	24,000
Total	\$ 3,583,000

FISCAL YEAR 2004: The requested amount will be applied as follows:

Section C – North P&S	\$ 100,000
Planning, Engineering and Design	161,000
Leon Theriot Lock - DDR	200,000
Total	\$ 461,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the Flood Control Act of 1965, the Non-Federal sponsor must comply with the requirements listed below:

Requirements of Local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Provide lands, easements, and rights-of-way, including borrow and dredged material disposal areas (as applicable).	\$ 4,973,000	\$
Accomplish alterations to roads, pipelines, cables, wharves, oil wells, and any other facilities necessary for construction of the project.	\$ 7,966,000	
Pay 30 percent of the total project cost, to include the items listed above and a cash contribution or equivalent work specifically undertaken as an integral part of the project after authorization and in accordance with construction schedules as required by the Chief of Engineers.	\$22,061,000	
Bear all cost of operation and maintenance including replacements.		219,000
Total Non-Federal Cost	\$35,000,000	\$ 219,000

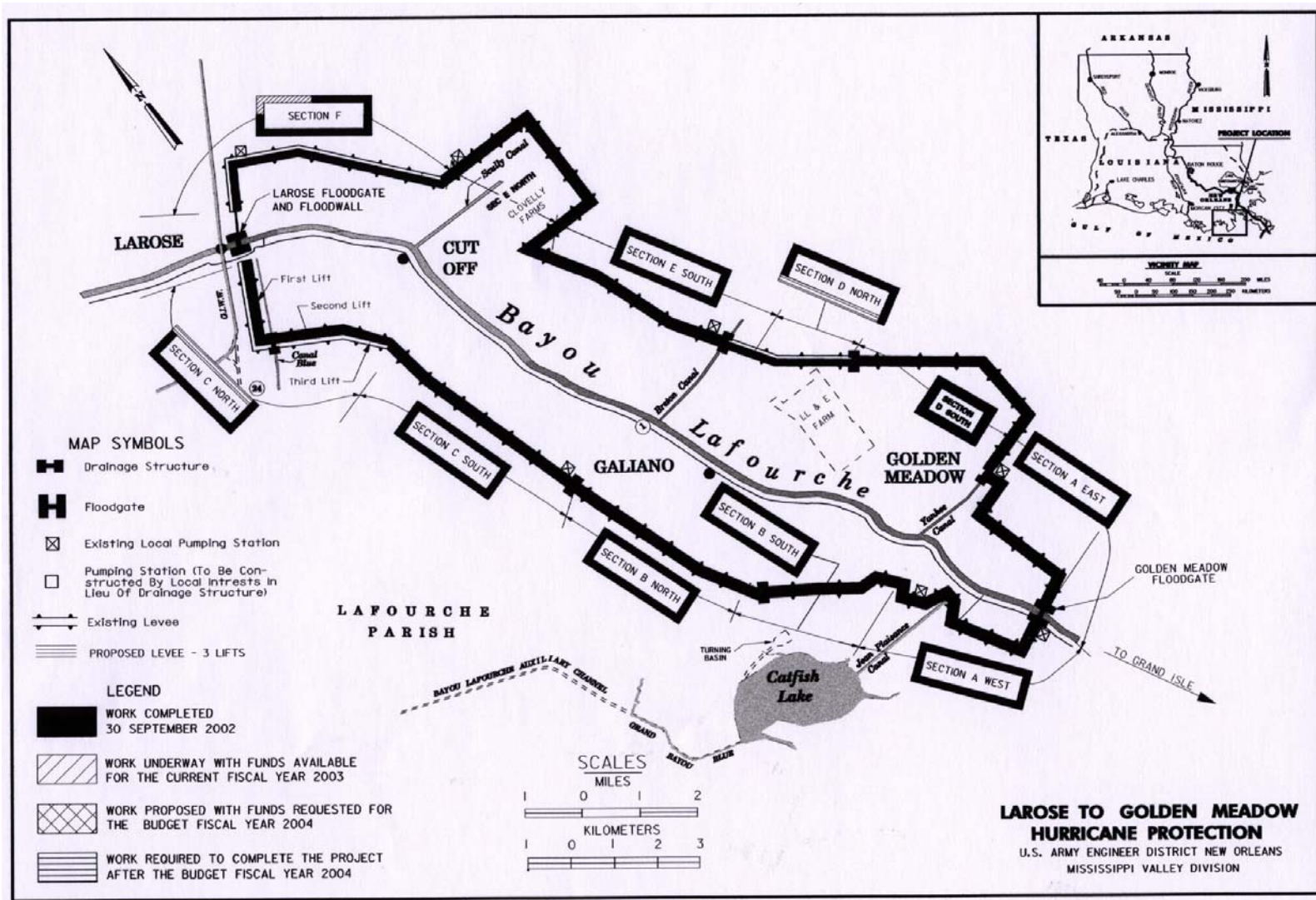
The non-Federal sponsor has also agreed to make all required payments concurrently with project construction.

STATUS OF LOCAL COOPERATION: Assurances covering all requirements of local cooperation were received from the South Lafourche Levee District and accepted on behalf of the United States on 29 August 1973. The South Lafourche Levee District has requested and received funds from the State of Louisiana for rights-of-way acquisition and relocations required to support construction work. In addition to lands and damages and relocations, the South Lafourche Levee District has accomplished levee construction, pumping station and lateral levee construction, and administrative/operating work.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal cost estimate of \$81,000,000 is the same as last presented to Congress (FY 2003).

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The Final Environmental Impact Statement was filed with the Council on Environmental Quality on 13 May 1974. A draft supplement to the Environmental Impact Statement covering the revised levee alignments, previously unidentified wetland impacts, and necessary mitigation, was filed with the Environmental Protection Agency on 20 July 1984, and the final supplement was filed with the Environmental Protection Agency on 1 March 1985. An Environmental Assessment covering the revised levee alignment for Section D-North was distributed for review on 3 December 1990, and a Finding of No Significant Impact for the revised alignment was signed on 8 March 1991.

OTHER INFORMATION: Funds to initiate preconstruction engineering and design were appropriated in Fiscal Year 1967, and funds to initiate construction were appropriated in Fiscal Year 1972.



APPROPRIATION TITLE: Construction, General - Local Protection (Flood Control)

PROJECT: New Orleans to Venice, Louisiana (Hurricane Protection)(Continuing)

LOCATION: The project is located in Plaquemines Parish, along the east bank of the Mississippi River from Phoenix, Louisiana, approximately 28 miles southeast of New Orleans, Louisiana to Bohemia, Louisiana and from St. Jude, Louisiana, on the west bank approximately 39 miles southeast of New Orleans, Louisiana to Venice, Louisiana.

DESCRIPTION: The recommended plan on the west side of the Mississippi River consists of enlarging approximately 3 miles of existing back levee between St. Jude and City Price, Louisiana; enlarging approximately 13 miles of existing back levee between City Price and Tropical Bend, Louisiana (Reach "A") and installing two 54-inch flap-gated corrugated metal culverts; enlarging approximately 12 miles of existing back levee between Tropical Bend and Fort Jackson, Louisiana (Reach "B-1") and constructing a floodgate at Empire, Louisiana; enlarging approximately 9 miles of existing back levee between Fort Jackson and Venice, Louisiana (Reach "B-2"); and enlarging approximately 34 miles of existing Mississippi River levee from Mile 10 to Mile 44 above Head of Passes (West Bank River Levee). On the east side of the Mississippi River, the recommended plan consists of enlarging approximately 16 miles of existing back levee between Phoenix, and Bohemia, Louisiana (Reach "C") and installing ten flap-gated culverts. All work is programmed.

AUTHORIZATION: Flood Control Act of 1962.

REMAINING BENEFIT-REMAINING COST RATIO: 3.9 to 1 at 2-7/8 percent.

TOTAL BENEFIT-COST RATIO: 2.6 to 1 at 2-7/8 percent.

INITIAL BENEFIT-COST RATIO: 2.4 to 1 at 2-7/8 percent (FY 1964).

BASIS OF BENEFIT-COST RATIO: Benefits are from the latest available evaluation approved in March 1987 at 1986 price levels.

SUMMARIZED FINANCIAL DATA		ACCUM PCT OF EST FED COST	STATUS (1 Jan 2003)	PCT CMPL	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost	\$ 176,000,000	1	St. Jude to City Price	TBD	TBD
Estimated Non-Federal Cost	75,000,000		Reach "A" – City Price	TBD	TBD
Cash Contribution	\$29,938,000		To Tropical Bend		
Other	45,062,000		Reach "B-1" – Tropical	TBD	TBD
			Bend to Fort Jackson		
Total Estimated Project Cost	\$ 251,000,000		Reach "B-2" – Fort	TBD	TBD
			Jackson to Venice		
			Reach "C" – Phoenix to	TBD	TBD
			Bohemia		
Allocations to 30 September 2002	148,316,000		West Bank River Levee	TBD	TBD
Conference Allowance for Fiscal Year 2003	TBD				
Allocation for Fiscal Year 2003	TBD				
Allocation through Fiscal Year 2003	TBD	TBD	Entire Project	TBD	TBD
Allocation Requested for Fiscal Year 2004	2,000,000	TBD			
Programmed Balance to Complete			Each reach, when complete, will		
After Fiscal Year 2004	TBD		provide interim protection from		
Unprogrammed Balance to Complete			flooding.		
After Fiscal Year 2004	TBD				

¹ Cost does not include \$505,000 non-Federal work authorized by the Post Authorization Change Report for St. Jude to City Price Levee Enlargement.

PHYSICAL DATA

Reach	Levees and Floodwalls	Drainage Structure
St. Jude to City Price	Enlarge approximately 3 miles	None
"A" - City Price to Tropical Bend	Enlarge approximately 13 miles	Two 54" flap-gated corrugated metal culverts.
"B-1" - Tropical Bend to Fort Jackson	Enlarge approximately 12 miles	Floodgate at Empire
"B-2" - Fort Jackson to Venice	Enlarge approximately 9 miles	None
"C" - Phoenix to Bohemia	Enlarge approximately 16 miles	Ten flap-gated culverts
West Bank River Levee	Enlarge approximately 34 miles of levee on the Mississippi River west bank from Mile 10 to Mile 44 above Head of Passes.	None

JUSTIFICATION: The project will provide protection from hurricane tidal overflow to a major part of the developed and inhabited area along the Mississippi River delta. Approximately seventy-five percent of the population and seventy percent of the improved lands within the delta are contained in the project area. Hurricanes in the past have caused overtopping of the existing protective works, resulting in extensive damage to structures, industries, other urban and rural developments, crops, and livestock. Evacuation of inhabitants has been required frequently. The most recent storm causing extensive damages, Hurricane Camille, occurred on 17 August 1969. Severe damages were sustained in Reaches B-1 and B-2 (Empire to Venice), and somewhat lesser damages were sustained in Reach A (Port Sulphur to Empire). Estimated flood damages sustained in the project area due to hurricanes are as follows:

Year of Hurricane	Actual Damages Sustained	Damages at Present Value and Conditions of Development
September 1915	\$ 2,325,000	\$170,441,000
September 1956 (Flossy)	1,709,000	16,600,000
September 1957 (Esther)	1,180,000	11,591,000
September 1965 (Betsy)	45,500,000	327,859,000
August 1969 (Camille)	62,500,000	321,134,000
October 1985 (Juan)	46,000,000	72,696,000

The present value and type of property subject to flood damages are as follows:

	Flood of Record	Protection by Authorized Works Against Design Flood
Number of Acres:		
Agriculture or undeveloped	11,800	11,800
Residential	2,500	2,500
Commercial	600	600
Marshland	0	0
Total	14,900	14,900
Value of Lands and Improvements:		
Lands	\$216,300,000	\$216,300,000
Improvements	\$445,100,000	\$445,100,000
Total	\$661,400,000	\$661,400,000

The back levees are designed for protection against hurricane-generated stages of 100-year frequency. The maximum flood of record on the east side of the Mississippi River occurred in September 1965 (Betsy). On the west side, the maximum flood occurred in August 1969 (Camille). The damages from Hurricane Betsy were \$45,500,000 in 1965 (\$327,859,000 present). The damages from Hurricane Camille were \$62,500,000 in 1969 (\$321,134,000 present).

The duration of flooding within the project area lasted from about three days to several weeks. The most recent flood event was Hurricane Juan in October 1985.

Benefits from the project consist of reduction of flood damage from hurricane tidal overflow caused by overtopping of the existing back levees and land intensification. The average annual benefits are as follows:

Annual Benefits	Amount
Flood Control	\$ 14,986,000
Mitigation	13,000
Total	\$ 14,999,000

FISCAL YEAR 2004: The requested amount will be applied as follows:

West Bank River Levees	
Lands and Damages	\$ 5,000
Continue Station 1319 - 1797, 2 nd Enlargement	1,720,000
Planning, Engineering and Design	100,000
Supervision and Administration	175,000
Total	\$ 2,000,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the Flood Control Act of 1962, the non-Federal sponsor must comply with the requirements listed below:

Requirements of Local Cooperation	Payments During Construction and Reimbursements		Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Provide lands, easements, and rights-of-way including borrow and dredge material disposal areas.	\$ 9,032,000		\$
Accomplish alterations to roads, pipelines, cables, wharves, oil wells, and any other facilities necessary for construction of the project.	5,698,000		
Pay 30 percent of the total project cost, to include the items listed above and a cash contribution or equivalent work specifically undertaken as an integral part of the project after authorization and in accordance with construction schedules as required by the Chief of Engineers.	60,270,000		
Bear all costs of operation, maintenance, repair, rehabilitation, and replacement.			914,200
Subtotal Non-Federal Costs	\$75,000,000		\$ 914,200
Bear all of the costs of the construction of the St. Jude to City Price, LA levee enlargement in excess of the cost of the Federal Plan.	505,000	¹	
Total Non-Federal Costs	\$75,505,000	¹	\$ 914,200

The Non-Federal sponsor has agreed to make all required payments concurrently with project construction.

In addition, prior to project authorization, local interests expended in excess of \$3,761,000 between 1 April 1926 and 31 December 1959, in the Mississippi River delta area below New Orleans for levees and interior drainage facilities to provide protection against inundation from storm tides.

¹ Project cost estimate does not include \$505,000 non-Federal work authorized by the Post Authorization Change Report for St. Jude to City Price Levee Enlargement.

STATUS OF LOCAL COOPERATION: Assurances of local cooperation for Reaches A, B-1, B-2, and C furnished by the Plaquemines Parish Commission Council were accepted on behalf of the United States on 14 April 1965. Supplemental assurances covering provisions of the Uniform Relocations Assistance and Real Property Acquisition Policies Act of 1970, Public Law 91-646, furnished by the Plaquemines Parish Commission Council were accepted on behalf of the United States on 20 June 1973. The local sponsor, on 29 December 1987, provided the supplemental assurances of local cooperation for the West Bank River Levee. These assurances were accepted on 28 January 1988. Supplemental assurances of local cooperation for the St. Jude to City Price, Louisiana, levee enlargement were furnished by the Plaquemines Parish Government on 21 December 1992 and were accepted on 18 February 1993.

Local interests have constructed the first and second lifts of Reach C. Based on more detailed planning of construction, a third and fourth lift are required to raise the existing levee to project grade. Credit for equivalent work in lieu of a cash contribution is given upon evaluation of the construction. Local interests have been providing their required cash contributions on schedule to maintain their proportionate share of the project costs.

COMPARISON OF FEDERAL COST ESTIMATE: The current Federal cost estimate of \$176,000,000 is an increase of \$2,000,000 over the last estimate (\$174,000,000) presented to Congress (FY 2003). This change includes the following items:

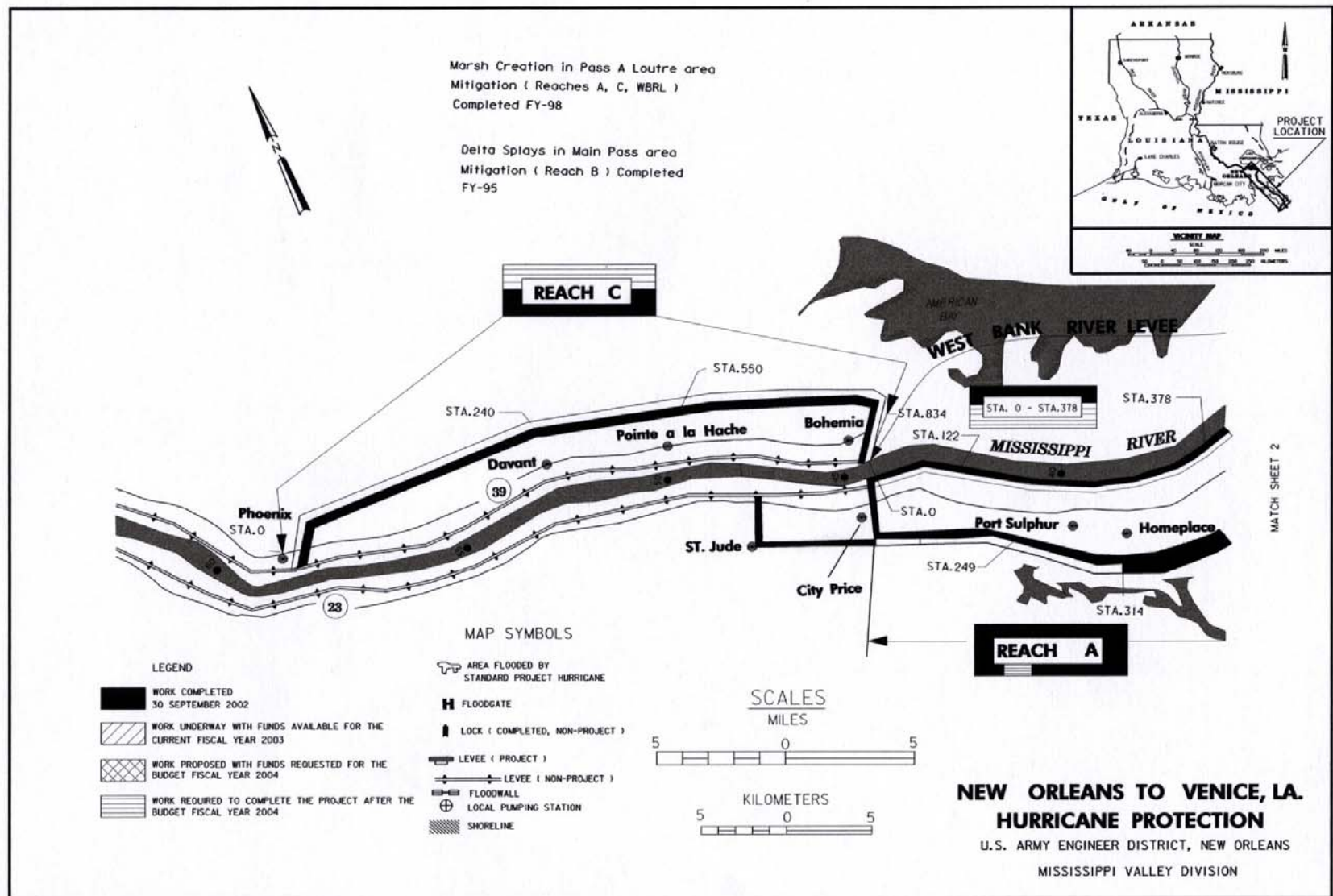
Item	Amount
Price Escalation on Construction Features	\$ 1,479,000
Post Contract Award and Other Estimating adjustments	521,000
Total	\$ 2,000,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The final Environmental Impact Statement was filed with the Council on Environmental Quality on 24 January 1975; however, during subsequent review, it became apparent that the final Environmental Impact Statement was deficient. A draft Environmental Impact Statement supplement was submitted to the Environmental Protection Agency on 23 March 1984, and the final Environmental Impact Statement supplement with a Section 404 evaluation was filed with the Environmental Protection Agency on 12 April 1985. A draft Supplemental Environmental Impact Statement (Supplement II) for work on the West Bank River Levee was submitted to the Environmental Protection Agency on 5 August 1987, and the final was submitted on 4 December 1987.

OTHER INFORMATION: Funds to initiate preconstruction engineering and design were appropriated in Fiscal Year 1963 and funds to initiate construction were appropriated in Fiscal Year 1964.

The project will impact approximately 3,000 acres of habitat (not including shallow open water). Of the 3,000 acres, 1,103 acres will be mitigated. A mitigation plan has been developed for Reach B that will produce new marsh in the Delta National Wildlife Refuge using delta-splays. Five crevasses in the bank at Main Pass are required for Reach B and have been constructed. A Supplemental Mitigation Plan has been developed to readdress impacts on Reach A and also determine mitigation requirements for Reach C and the West Bank River Levee. Approval of this Supplemental Mitigation Report was received in 1996. This supplemental plan, consisting of creating and preserving marsh, was constructed in 1997.

At the request of Plaquemines Parish, a Post Authorization Change report was prepared to incorporate the area from St. Jude to City Price (an additional 3.3 miles of levee protection) into the project. This area is adjacent to the upstream end of Reach A. Costs for this work are 100 percent non-Federal. Plaquemines Parish wants to include this reach so that flood insurance can be obtained by residents and industry in the area. The lateral levee at City Price, which is currently the upstream terminus of Reach A, will not be constructed. The savings achieved by not constructing the lateral levee and its related relocations will be creditable to the local sponsor. The Post Authorization Change report was submitted to Lower Mississippi Valley Division on 5 February 1992, and was approved 6 March 1992. Proposed supplemental assurances were approved on 10 July 1992. Plaquemines Parish Government executed the supplemental assurances on 21 December 1992 and they were accepted on 18 February 1993.



SHEET 1 OF 2

APPROPRIATION TITLE: Construction, General - Local Protection (Urban Flood Control)

PROJECT: Southeast Louisiana, Louisiana (Continuing)

LOCATION: The project is located in the urban areas of Jefferson, Orleans and St. Tammany parishes in southeast Louisiana. These areas make up the three major urban centers of the New Orleans Metropolitan Statistical Area.

DESCRIPTION: Programmed work includes canal improvements, removal of canal obstructions, and increased pumping capacities in Jefferson and Orleans Parishes. Channel improvement on Mile Branch near Covington, Louisiana, in St. Tammany Parish is unprogrammed.

AUTHORIZATION: Energy and Water Development Appropriations Act, Fiscal Year 1996 (Section 108), and the Water Resources Development Act of 1996 and 1999 (Section 533).

REMAINING BENEFIT - REMAINING COST RATIO: 3.5 to 1 at 7 5/8 percent.

TOTAL BENEFIT - COST RATIO: 2.5 to 1 at 8 percent.

INITIAL BENEFIT - COST RATIO: 2.5 to 1 at 8 percent (FY 1996).

BASIS OF BENEFIT - COST RATIO: Benefits are based on the Jefferson and Orleans Parishes, Louisiana, Urban Flood Control and Water Quality Management reconnaissance study dated July 1992 at October 1991 price levels and the Tangipahoa, Tchefuncte, and Tickfaw Rivers reconnaissance study dated June 1991 at October 1990 price levels.

SUMMARIZED FINANCIAL DATA			ACCUM PCT OF EST FED COST	STATUS (1 Jan 2003)	PCT CMPL	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost		\$525,000,000		Jefferson Parish	TBD	TBD
Estimated Non-Federal Cost		180,000,000		Orleans Parish	TBD	TBD
Cash Contribution	89,410,000			St. Tammany Parish	TBD	TBD
Other	90,590,000					
Total Estimated Project Cost		\$705,000,000		PHYSICAL DATA		
Allocations to 30 September 2002		316,914,000		Channel Improvement: 7 miles		
Conference Allowance for FY 2003		TBD		Pumping Stations Modifications: 6		
Allocation for FY 2003		TBD		New Pump Stations: 2		
Allocations through FY 2003		TBD	64			
Allocation Requested for FY 2004		16,500,000	68			
Programmed Balance to Complete After FY 2004		TBD				
Unprogrammed Balance to Complete After FY 2004		TBD				

JUSTIFICATION: Jefferson, Orleans, and St. Tammany parishes are located in southeast Louisiana. They make up the three major urban centers of the New Orleans Metropolitan Statistical Area. Jefferson Parish has a population of 450,000 (1990). Orleans Parish and the City of New Orleans have coincident boundaries and a population of 500,000 (1990). Jefferson and Orleans Parishes are located in the deltaic plain of the Mississippi River, within the coastal zone of Louisiana. St. Tammany Parish, on the north shore of Lake Pontchartrain, is developing rapidly with a population of 143,000 in 1990, a 30-percent increase since 1980.

Jefferson and Orleans Parishes are bisected by the Mississippi River, creating an east and a west bank area. Generally, the areas near the Mississippi River are above sea level. However, ground elevations decrease with distance from the river and some areas within the levee systems have elevations of as much as nine feet below sea level. Most of the developed areas are protected by levee systems from river and hurricane flooding and drained by pumps which discharge primarily into estuarine water bodies such as Lake Pontchartrain, Barataria Bay, and Lake Borgne.

The leveed areas in Jefferson Parish are divided into three hydrologically distinct basins (East Bank, West Bank - East of Harvey Canal, and West Bank - West of Harvey Canal) that are further subdivided into many sub-basins by natural and man-made barriers. These basins are webbed with canals that terminate at pumping stations. The east bank includes the cities of Kenner and Harahan and unincorporated Metairie. The west bank includes the cities of Westwego and Gretna and the unincorporated communities of Avondale, Bridge City, Marrero, Harvey, Terrytown, and Lafitte.

Orleans Parish is divided into many sub-basins by natural and man-made barriers. These basins are also webbed with canals that terminate at pumping stations. The City of New Orleans makes up an east bank and a west bank basin. The west bank community is commonly referred to as Algiers.

St. Tammany Parish includes the cities of Covington, Slidell, Mandeville, Madisonville, Lacombe, Abita Springs, and other smaller communities. The parish is characterized by gently rolling hills which become flatter in the south near Lake Pontchartrain. A narrow bank of deltaic plain extends along the shore of the lake. Elevations range from 200 feet in the north to near sea level at the lake. The parish is drained by numerous watersheds of varying size. The Pearl River drains an area along the east side of the parish, and backwater flooding from the river occurs in the southeast near Slidell. The remainder of the parish is drained by the Tchefuncte River, Bayou Lacombe, Bayou Bonfouca, and numerous smaller watersheds. Rapid growth, primarily in the southern portion of the parish, has increased rainfall runoff and flooding. The area along the north shore of the lake, including portions of Slidell, Mandeville, Madisonville, and Lacombe, are also subject to flooding from hurricane surges.

Approximately 30 percent of the state's population and 40 percent of the state's economy reside in the three affected parishes which have suffered great flooding losses. Local interests have made substantial improvement to the existing flood control system but are unable to address the major flooding events that continue to plague the Southeast Louisiana area. Flood damages since 1979 are in the billions of dollars. In the extreme rainfall event that occurred in May 1995, more than 24 inches of rain fell into the basin in less than 24 hours. Damages from this one event were approximately \$1.5 billion. The Federal expenditures for this damage recovery are expected to exceed \$500 million. The average annual benefits, all flood control, are \$54,877,000.

FISCAL YEAR 2004 The requested amount will be applied as follows:

Jefferson Parish	
Lands and Damages	\$ 100,000
Continue:	
Cousins P.S.	1,451,000
Suburban at Vets	1,505,000
Surveys and Layouts	34,000
Planning, Engineering and Design	1,000,000
Supervision and Administration	2,303,000
Subtotal	\$ 6,393,000
Orleans Parish	
Lands and Damages	\$ 30,000
Continue:	
Hollygrove PH I	2,884,000
Dwyer Rd P.S. Addition	2,000,000
Hollygrove PH II	1,000,000
Dwyer Canal	1,006,000
Surveys and Layouts	100,000
Planning, Engineering and Design	2,287,000
Supervision and Administration	800,000
Subtotal	10,107,000
Total	\$ 16,500,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1986, the non-Federal sponsor must comply with the requirements listed below:

Requirements of Local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Provide lands, easements, and rights-of-way, including borrow and dredged material disposal areas.	\$ 13,844,000	\$
Accomplish alterations to roads, pipelines, cables, wharves, oil wells, and any other facilities necessary for construction of the project.	\$ 26,757,000	
Bear 25 percent of the total project cost, to include the items listed above and a cash contribution or equivalent work specifically undertaken as an integral part of the project subsequent to the reports cited in the authorizing language.	\$139,399,000	
Bear all costs of operation, maintenance, repair, rehabilitation and replacements of all features of the project.		1,592,000
Total Non-Federal Cost	\$180,000,000	\$ 1,592,000

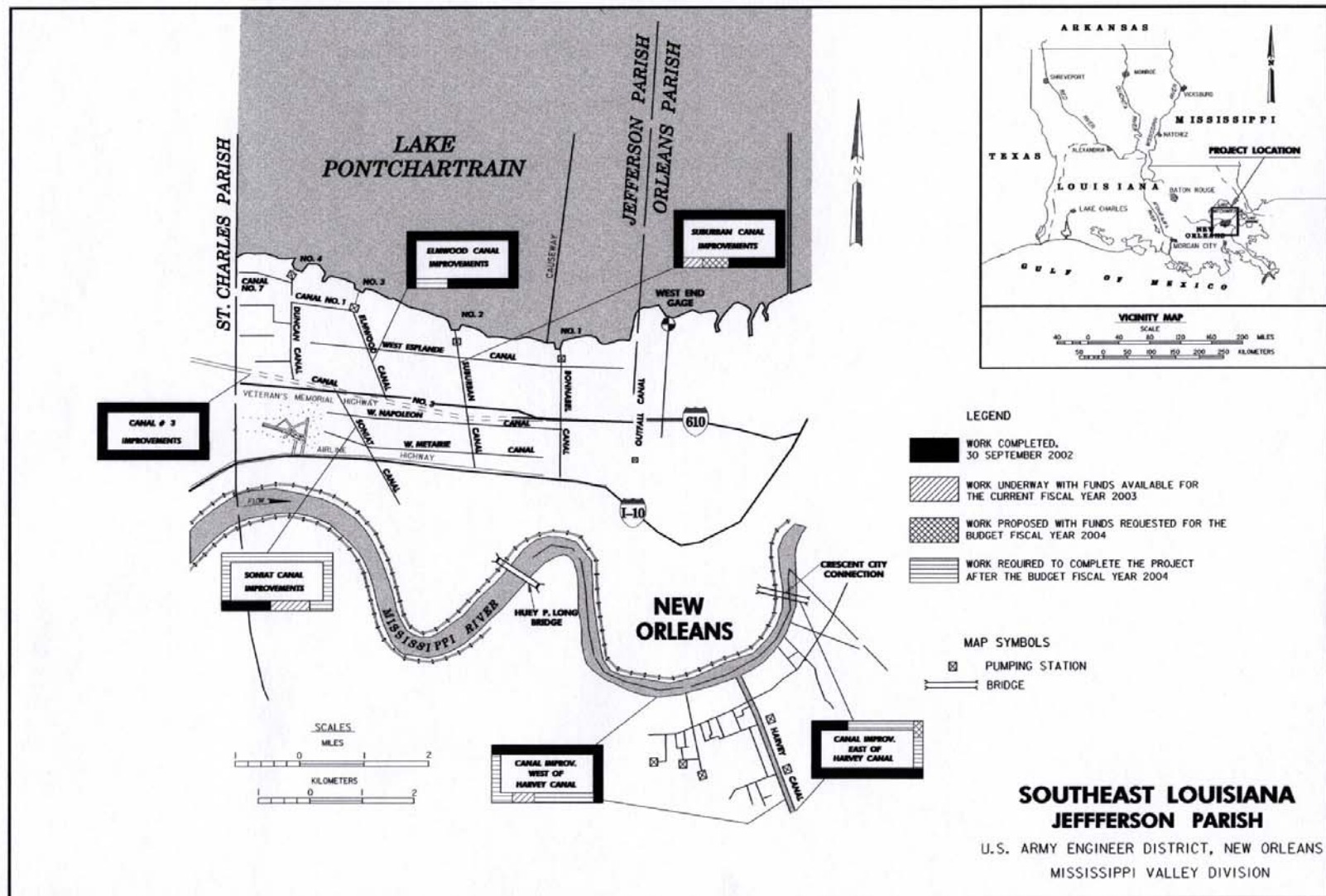
STATUS OF LOCAL COOPERATION: The Project Cooperation Agreements between the Federal Government and Jefferson and Orleans Parishes were executed on January 16, 1997, and January 23, 1997, respectively. The Project Cooperation Agreement for the authorized work in St. Tammany Parish is currently unscheduled. Local interests have accomplished significant work compatible and integral to the project. Actual credit for equivalent work in lieu of cash contributions will be given subject to technical evaluations and audit.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal cost estimate of \$525,000,000 is an increase of \$44,000,000 from the latest estimate of \$481,000,000 presented to Congress (FY 2003). This change includes the following item:

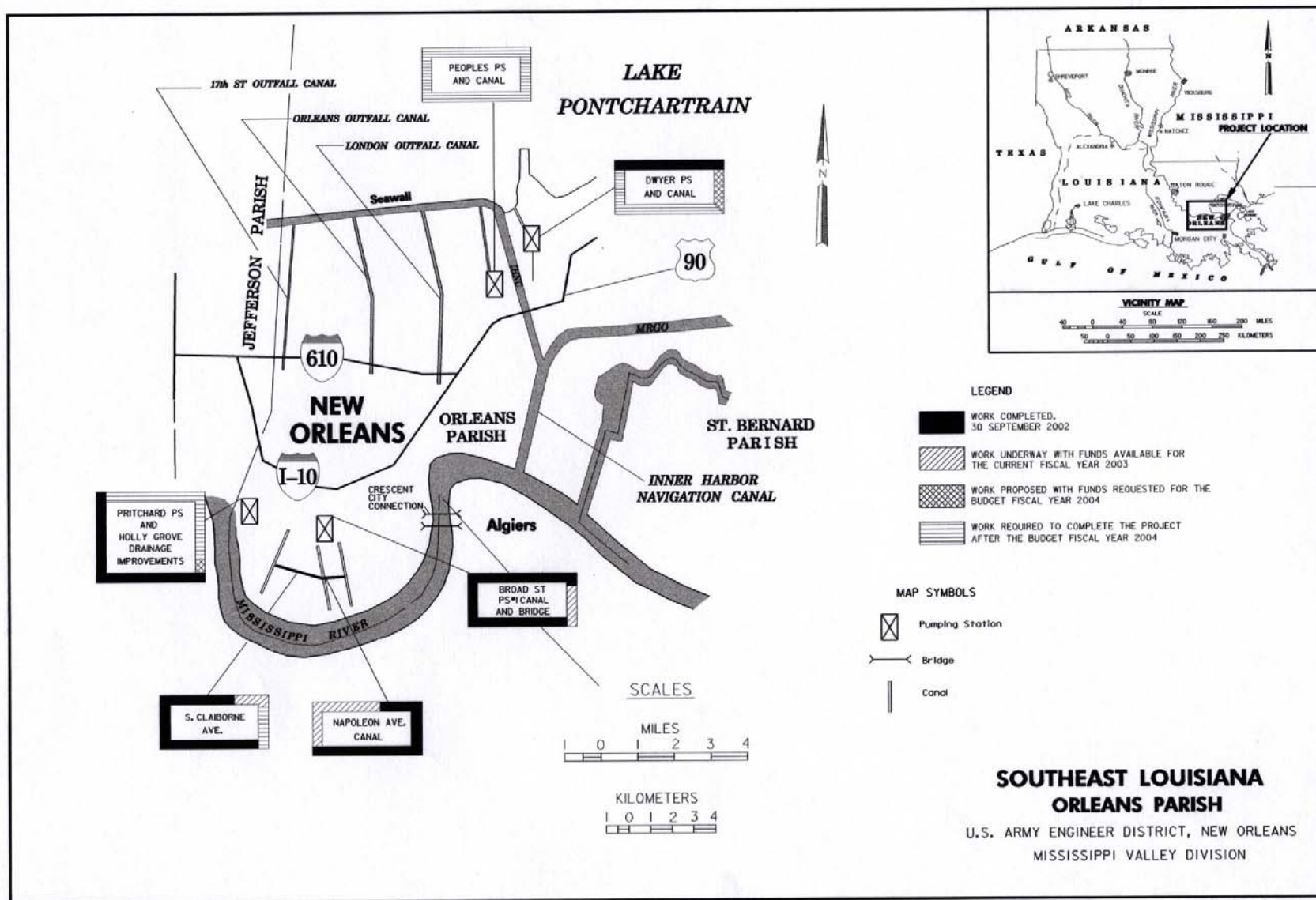
Item	Amount
Design Changes	\$ 44,000,000
Total	\$ 44,000,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: All environmental documentation associated with the work planned in Jefferson and Orleans Parishes has been completed. The environmental documentation for work in St. Tammany Parish will be completed prior to initiation of construction.

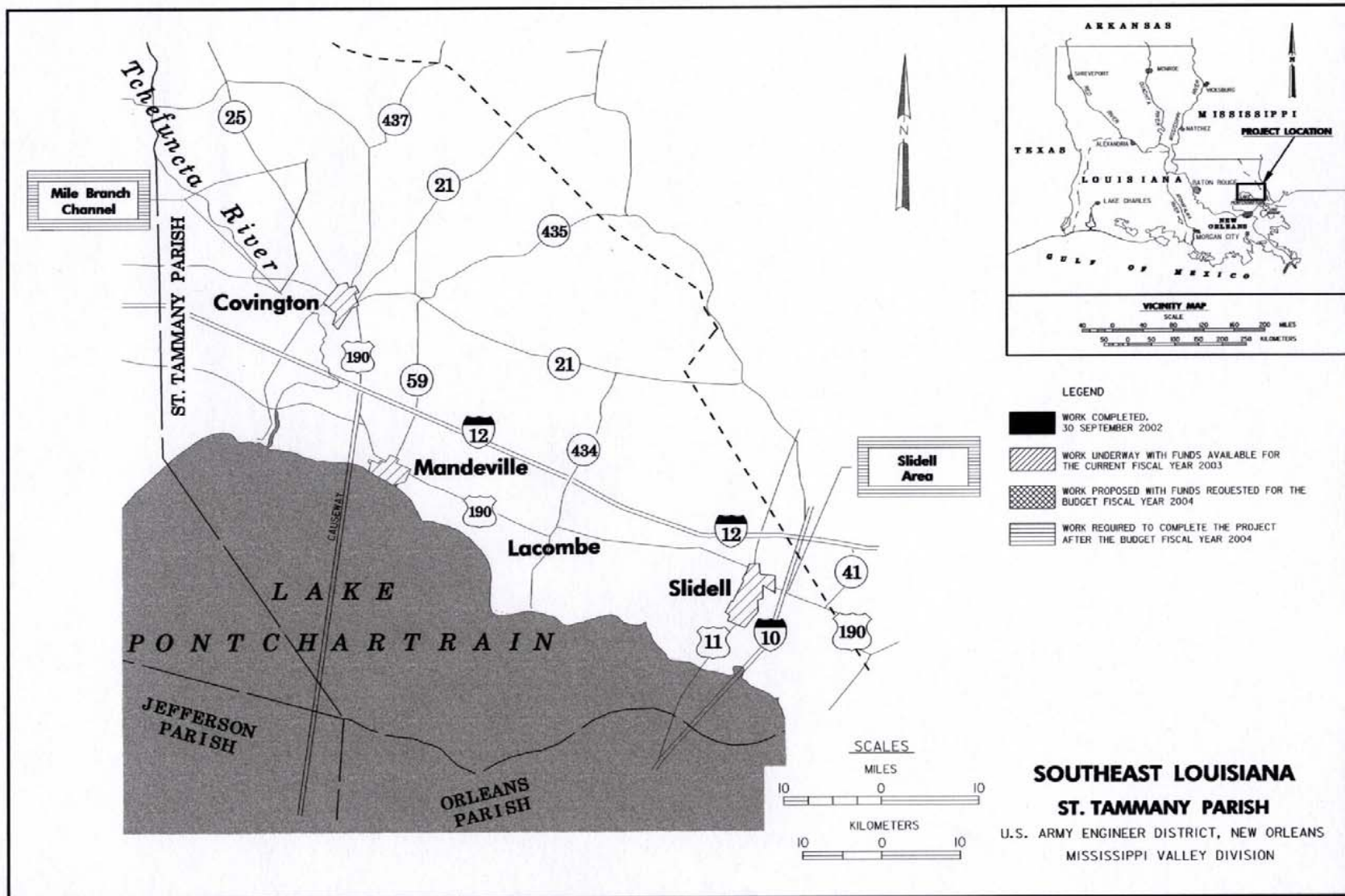
OTHER INFORMATION: Funds to initiate engineering, design and construction were appropriated in Fiscal Year 1996. The total estimated cost for the work described in the reports cited in the authorizing language is \$647,000,000. Construction funds for St. Tammany Parish are not programmed for lack of an approved Technical Report. The City of Slidell has indicated its intent to act as local sponsor for a project within the city limits. A Technical Report is being prepared with completion scheduled for April 2003.



SHEET 1 OF 3



SHEET 2 OF 3



SHEET 3 OF 3

APPROPRIATION TITLE: Construction, General - Local Protection (Flood Control)

PROJECT: West Bank and Vicinity, New Orleans, LA (Hurricane Protection) (Continuing)

LOCATION: The project is located along the west bank of the Mississippi River in the Vicinity of New Orleans in Jefferson, Orleans and Plaquemines Parishes.

DESCRIPTION: The recommended plan consists of new and enlarged levees along the permitted alignment which generally extends from the St. Charles/Jefferson Parish boundary line east along the existing Lake Cataouatche Levee to the Westwego/Bayou Segnette area, from the Westwego area along the existing V-levee alignment to the vicinity of the old Estelle Pumping Station and along the existing Harvey Canal-Bayou Baratavia Levee tying into the floodwall at the Cousins Pump Station, then from the pump station to the navigable sector floodgate complex which is to be constructed in the Harvey Canal near the Cousins Pumping Station. Floodwalls will be used along the levee alignment mentioned above when tying into pumping stations and when land constraints dictate. The plan also provides for the construction of a navigable floodgate in the Harvey Canal just south of Lapalco Boulevard, and the construction of floodwalls along the east bank of the Harvey Canal generally along Peters Road south of Lapalco Boulevard. The existing levees adjacent to Algiers and Hero Canals will be raised, and the levee along the north bank of the Hero Canal will include a wave berm. Mitigation of significant environmental losses to bottomland hardwood and cypress swamp will be accomplished by acquisition of 1,312 acres of high quality wooded lands including wetlands and implementation of measures designed to primarily improve habitat quality. Deferred construction to address future changes in flood stages due to regional subsidence and sea level rise is unprogrammed.

AUTHORIZATION: Water Resources Development Acts of 1986, 1996 and 1999.

REMAINING BENEFIT-REMAINING COST RATIO: 8.0 to 1 at 7 1/8 percent.

TOTAL BENEFIT-COST RATIO: 3.8 to 1 at 7 1/8 percent.

INITIAL BENEFIT-COST RATIO: 3.8 to 1 at 7 1/8 percent.

BASIS OF BENEFIT-COST RATIO: Benefits are from the latest available economic analysis provided in the West Bank - East of Harvey Canal Feasibility Report approved in September 1994, updated to October 1998 price levels.

SUMMARIZED FINANCIAL DATA			ACCUM PCT OF EST FED COST	STATUS (1 Jan 2003)	PCT CMPL	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost		\$203,000,000		Westwego to Harvey	TBD	TBD
Programmed Construction	TBD			West of Algiers Canal	TBD	TBD
Unprogrammed Construction	TBD			East of Algiers Canal	TBD	TBD
				Lake Cataouatche	TBD	TBD
Estimated Non-Federal Cost		110,000,000		Entire Project ¹	TBD	TBD
Programmed Construction	TBD					
Cash Contribution	TBD			PHYSICAL DATA		
Other	TBD					
Estimated Non-Federal Cost				Westwego to Harvey Canal Area		
Unprogrammed Construction	TBD					
Cash Contribution	TBD			Construct approximately 22 miles of levee and 2 miles of floodwall.		
Other	TBD					
Total Estimated Programmed Construction Cost		TBD		West of Algiers Canal Area		
Total Estimated Unprogrammed Construction Cost		TBD		Construct approximately 11 miles of levee and 5 miles of floodwalls.		
Total Estimated Project Cost		313,000,000		Construct a sector floodgate in the Harvey Canal		
				Increase capacity of the Cousins Pumping Station		
				and the discharge channel by 1000 cfs.		
Allocations to 30 September 2002		73,122,000				
Conference Allowance for FY 2003		TBD				
Allocations for FY 2003		TBD				
Allocations through FY 2003		TBD	TBD	East of Algiers Canal Area		
Allocation Requested for FY 2004		35,000,000	TBD	Construct approximately 14 miles of levee and about ½ mile of floodwall.		
Programmed Balance to Complete After FY 2004		TBD		Lake Cataouatche Area		
Unprogrammed Balance to Complete After FY 2004		TBD		Construct approximately 10 miles of levee and 2.5 miles of floodwall.		

¹ Deferred construction to address future changes in flood stages due to regional subsidence and sea level rise is assumed to occur in 2021.

JUSTIFICATION: The project area is generally bounded by the St. Charles/Jefferson Parish line to the west, the Mississippi River to north and east, and Barataria Bay and Lake Salvador to the south. Tidal waters can be carried into the project area through Lakes Cataouatche, Salvador and Barataria Bay which connect to the Gulf of Mexico through Barataria Bay, and into Bayou Segnette, Harvey Canal and Algiers Canal. Fresh water comes into the area from the Mississippi River via the Harvey and Algiers Locks, direct rainfall, and pumpage from leveed areas.

Several hurricanes and tropical storms have passed through or near the project area, including the following major storms: the 1915 hurricane, the 1947 hurricane, and Hurricanes Flossy (1956), Hilda (1964), Betsy (1965), Carmen (1974), Babe (1977), Bob (1979), Danny (1985), Juan (1985), Andrew (1992), and Frances (1998). Hurricane Flossy brought torrential rains and tidal flooding to the project area, with nearby areas recording 16.7 inches of rain in a 24-hour period. Hurricane Hilda raised water levels at Barataria and Lafitte to 3.6 and 4.04 feet National Geodetic Vertical Datum, respectively. Hurricanes Betsy and Carmen also caused flooding to some parts of the project area. Hurricane Juan, generally characteristic of a storm event of approximately 25 years, broke high water records throughout the area, with stages in the Harvey Canal estimated to be the equivalent of a 60-year event. On the west bank, three local levees were breached and several subdivisions were flooded by tidal inundation and the long duration of the high stages. Extensive flooding occurred west of the Harvey Canal. The total precipitation from Hurricane Juan ranged from 8 to 12 inches over the project area. This storm clearly illustrated that the present local levee system is unable to provide protection against a tidal surge. The quick action and massive flood fighting efforts by the West Jefferson Levee District, the Parish of Jefferson, the National Guard, and thousands of volunteers prevented flooding of potentially catastrophic proportions. The project will provide Standard Project Hurricane (SPH) (about a 500-year event) protection to approximately 77,908 acres of mostly urban land with a population of 201,000 (1990 census). The average annual benefits, all flood control, are \$71,199,000.

FISCAL YEAR 2004: The requested amount will be applied as follows:

Westwego to Harvey Canal Area

Continue:

Reach 3 Structures (MTK/Ames/Oak Cove F/W)	\$ 3,000,000
Surveys and Layouts	50,000
Lands and Damages	5,000
Planning, Engineering and Design	400,000
Supervision and Administration	350,000
Subtotal	\$ 3,805,000

West of Algiers Canal Area

Initiate:

Contract 1 – Sector Gate – Boomtown	\$ 1,000,000
Contract 2 – Boomtown – Hero Pump Sta.	1,000,000
Contract 3 – Hero Pump Sta – Algiers Canal	1,000,000
Belle Chasse Hwy to Hero Cutoff, West	1,000,000

Continue:

Sector Gate (Harvey Canal)	8,640,000
Algiers Lock & Belle Chase Hwy. West	500,000
Cousins Pump Sta. Exp. & Front Prot	3,500,000

Complete:

Cousins P/S Disch Channel/FW/Culvert	6,100,000
Surveys & Layouts	100,000
Lands and Damages	75,000
Planning, Engineering and Design	490,000
Supervision and Administration	1,500,000
Subtotal	\$24,905,000

East of Algiers Canal Area

Continue:

Belle Chasse Hwy – Algiers Lock, East	\$ 2,000,000
Surveys & Layouts	20,000
Lands and Damages	50,000
Planning, Engineering and Design	375,000
Supervision and Administration	300,000
Subtotal	\$ 2,745,000

Lake Cataouatche Area

Initiate:

Segnette Pump Sta to Company Canal	\$ 200,000
------------------------------------	------------

Continue:

Lk Cataouatche P/S to Segnette St Park	2,500,000
Surveys and Layouts	20,000
Lands and Damages	25,000
Planning, Engineering and Design	400,000
Supervision and Administration	400,000
Subtotal	\$ 3,545,000

Total	\$ 35,000,000
-------	---------------

Mississippi Valley Division

New Orleans District

West Bank and Vicinity, New Orleans,
Louisiana (Hurricane Protection)

3 February 2003

154

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1986 (PL 99-662), the non-Federal sponsor must comply with the requirements listed below:

	Payments During Construction and Reimbursements	Annual Operation, Maintenance, and Replacement Costs
Requirements of Local Cooperation		
Provide lands, easements, and rights-of-way, and borrow and excavated material disposal areas.	\$ 25,409,000	\$
Accomplish all alterations and relocations to utilities and facilities (other than railroad bridges) necessary for construction of the project.	12,323,000	
Pay 35 percent of the cost allocated to hurricane protection. Funds provided by non-Federal interests for the interim hurricane protection may be considered beneficial expenditures and may be credited as a part of the non-Federal contribution of the project pursuant to the Water Resources Development Act of 1986.	72,268,000	
Bear all costs of operation, maintenance, repair, rehabilitation, and replacement of all features of hurricane protection facilities.		341,000
Total Non-Federal Costs	\$110,000,000	\$ 341,000

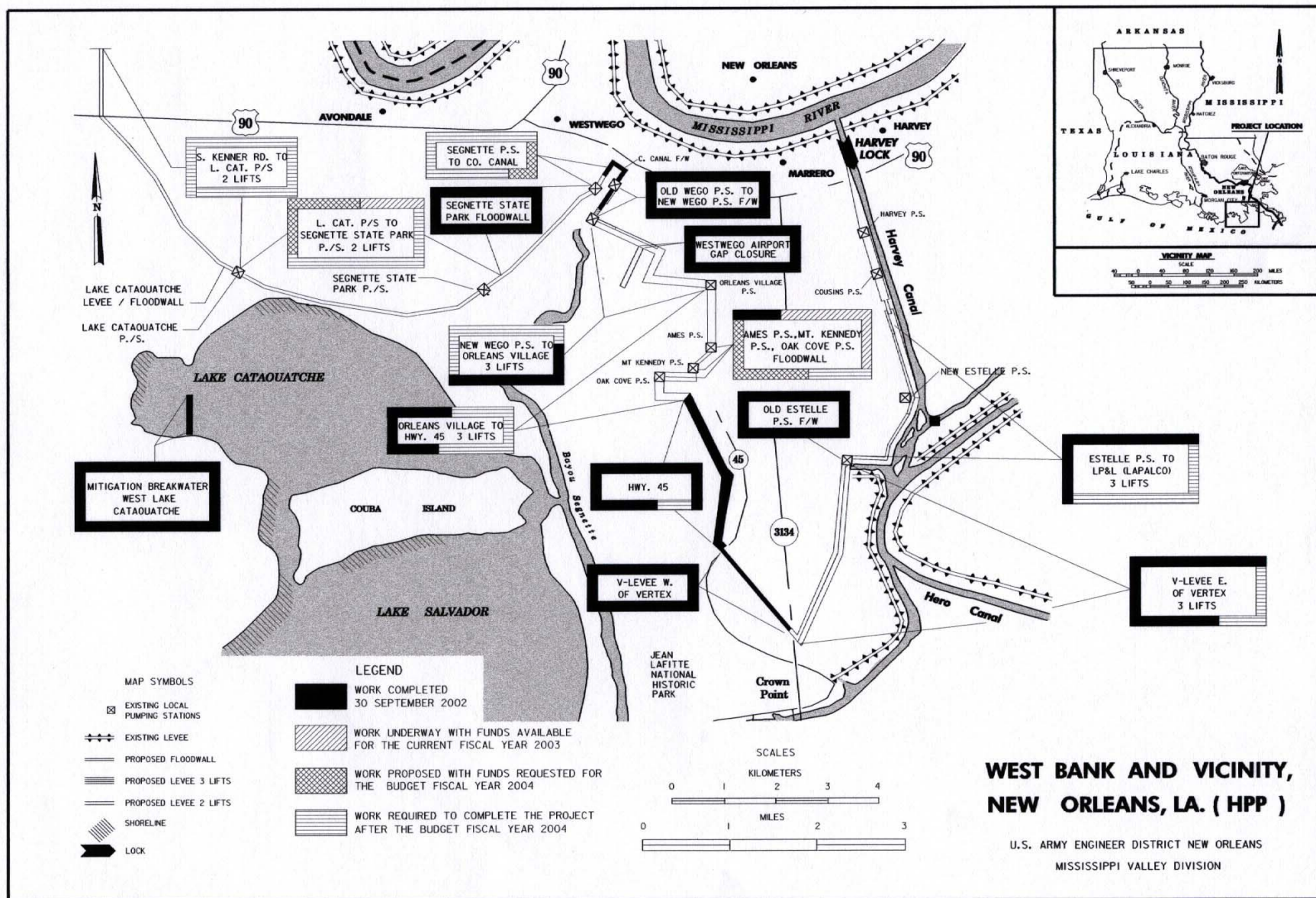
STATUS OF LOCAL COOPERATION: A Project Cooperation Agreement between the West Jefferson Levee District, previous local sponsor for the project, and the Federal Government was executed on 18 December 1990. Subsequent Memorandum of Agreement between the Louisiana Department of Transportation and Development (LADOTD) and the Federal Government, dated 16 May 1995, designated LADOTD as the project local sponsor. An amended Project Cooperation Agreement between LADOTD and the Federal Government was required for the east and west of the Algiers Canal and Lake Cataouatche area. The amended Project Cooperation Agreement (PCA) was executed 26 April 1999.

Local interests have accomplished engineering and design work and constructed numerous reaches of levee. Specifically, about \$21,400,000 has been recommended in tentative credit to local interests for work accomplished or to be accomplished, subsequent to project authorization. Actual credit for equivalent work in lieu of cash contribution is given upon verification of engineering and design work and evaluation of the construction.

COMPARISON OF FEDERAL COST ESTIMATE: The current Federal cost estimate of \$203,000,000 is the same as the last estimate presented to Congress (FY 2003).

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The final Environmental Impact Statement Westwego Area was filed with the Environmental Protection Agency on 23 October 1987. The Record of Decision (ROD) was signed 28 March 1989. Environmental Assessments to address refinements in project design were prepared on 23 February 1990, June 1991, March 1992 and August 1993. A Finding of No Significant Impact (FONSI) was signed by the District Commander in each assessment. The final Environmental Impact Statement for the east and west of the Algiers Canal area was filed with Environmental Protection Agency on 30 September 1994. The ROD for East and West of Algiers Canal and Lake Cataouatche were signed on 28 September 1998.

OTHER INFORMATION: Funds to initiate preconstruction engineering and design for the east and west of the Algiers Canal area were appropriated in Fiscal Year 1995, and funds to initiate construction were appropriated in Fiscal Year 1997. Funds to initiate preconstruction engineering and design for the Westwego Area were appropriated in Fiscal Year 1988 and funds to initiate construction were appropriated in Fiscal Year 1990. Construction was initiated in March 1991. A post authorization change report to expand the scope of this project to include the Lake Cataouatche area was approved in December 1996 and funds to initiate construction were appropriated in Fiscal Year 1999.



1 OF 2

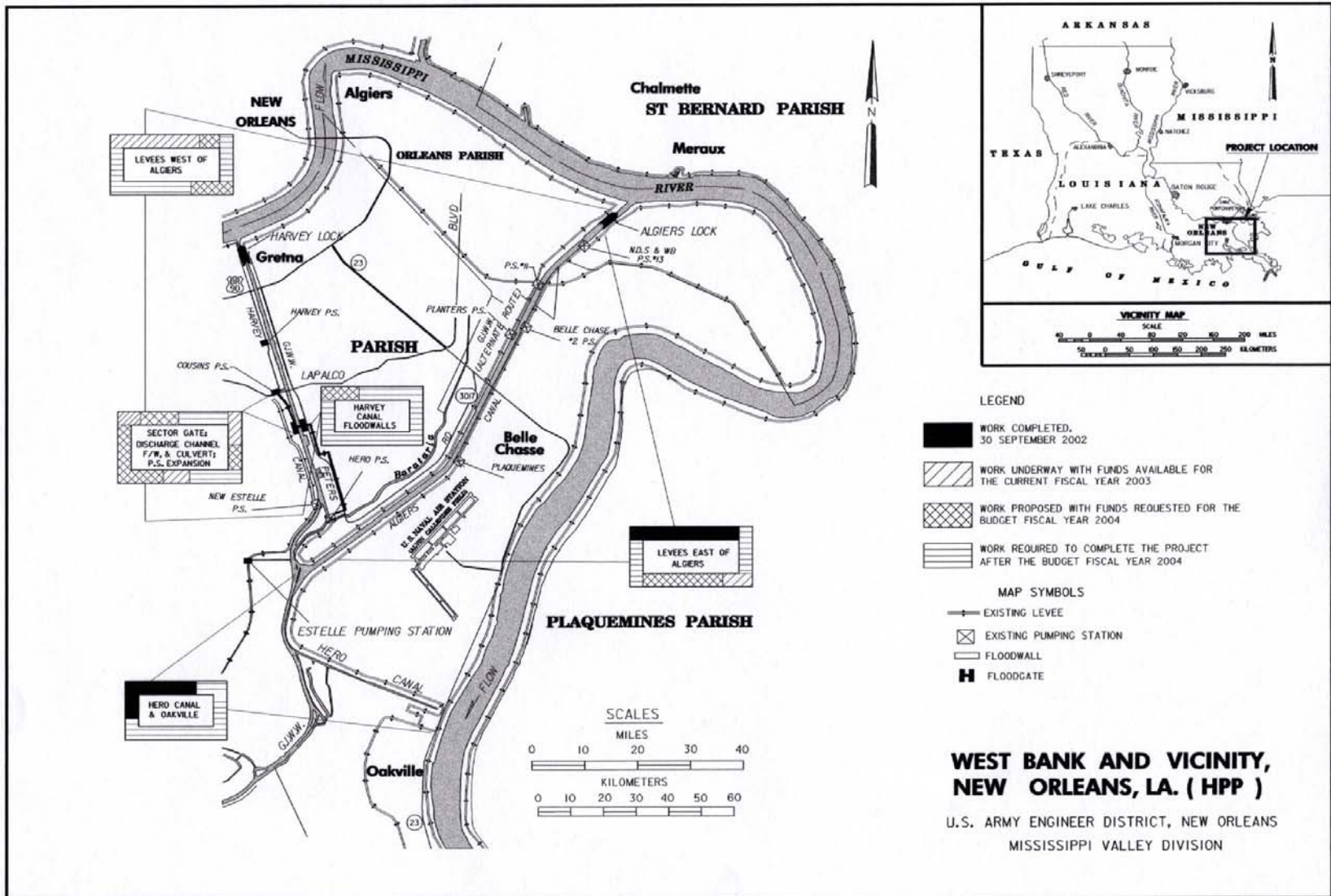
Mississippi Valley Division

New Orleans District

West Bank and Vicinity, New Orleans,
Louisiana (Hurricane Protection)

3 February 2003

157



SHEET 2 OF 2

APPROPRIATION TITLE: Construction, General - Local Protection (Flood Control)

PROJECT: Crookston, Minnesota (Continuing)

LOCATION: The city of Crookston is located on the Red Lake River in Polk County in northwestern Minnesota, about 25 miles east of the Minnesota - North Dakota border and about 85 miles south of the Canadian border.

DESCRIPTION: The proposed project consists of two downstream high-flow channels, levees providing protection from the 100-year flood events for the neighborhoods of Woods Addition, Thorndale and Riverside/Downtown, and flood plain management techniques for areas not protected by permanent levees. All work is programmed.

AUTHORIZATION: Water Resources Development Act of 1999 (Public Law 106-53).

REMAINING BENEFIT-REMAINING COST RATIO: 8.7 to 1 at 6 7/8 percent.

TOTAL BENEFIT-COST RATIO: 1.5 to 1 at 6 7/8 percent.

INITIAL BENEFIT-COST RATIO: 1.6 to 1 at 6 7/8 percent (FY 2001).

BASIS OF BENEFIT-COST RATIO: Benefits are from the Feasibility Report and Environmental Assessment for Local Flood Control, Crookston, Minnesota dated June 1997 at October 1996 price levels.

STATUS (1 Jan 2003)	PCT CMPL	PHYSICAL COMPLETION SCHEDULE
Entire Project	TBD	TBD

PHYSICAL DATA

Permanent Levees	1.5 miles
Channel Cutoffs	2
Road Raise	1

SUMMARIZED FINANCIAL DATA			ACCUM PCT OF EST FED COST
Estimated Federal Cost		\$ 6,830,000	
Estimated Non-Federal Cost		3,670,000	
Cash Contributions	\$1,221,000		
Other Cost	2,449,000		
Total Estimated Project Cost		\$ 10,500,000	
Allocations to 30 September 2002		\$2,800,000	
Conference Allowance for FY 2003		TBD	
Allocations for FY 2003		TBD	
Allocations through FY 2003		TBD	TBD
Allocation Requested for FY 2004		\$1,043,000	TBD
Programmed Balance to Complete After FY 2004		TBD	
Unprogrammed Balance to Completed After FY 2004		TBD	

JUSTIFICATION: About 800 Crookston residences are located in flood prone areas of the city. The 1950 flood inundated most of the flood prone properties. However, for subsequent floods in 1965, 1969, and 1979, the city of Crookston had erected levees that together with emergency flood fights prevented major damages to the flood prone residential areas. The local levees at Crookston were not constructed to permanent levee standards, and considerable deterioration has occurred since construction. There are six separable flood prone reaches in Crookston, and each reach is protected by a local levee, now in unreliable condition. The risk of failure of these levees during a large flood could cause catastrophic damages. The flood of April 1997 was the maximum flood of record, requiring a massive emergency flood fight to limit flood damages and prevent loss of life. It is expected that a 100-year flood event would result in damage in Crookston that would exceed \$15 million. The average annual benefits, all for flood control, are \$1,118,000.

FISCAL YEAR 2004: The requested amount of \$1,043,000 will be applied as follows:

Complete Stage 2 Construction	\$ 900,000
Real Estate Activities	3,000
Planning, Engineering and Design	40,000
Supervision and Administration	100,000
Total	\$1,043,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1986, the non-Federal sponsors must comply with the requirements listed below:

Requirements of Local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Provide lands, easements, and rights-of-way, and borrow and excavated or dredged material disposal areas.	\$ 2,152,000	\$ 0
Modify or relocate utilities, roads, bridges (except railroad bridges), and other facilities, where necessary for the construction of the project.	297,000	
Pay 5 percent of the costs allocated to flood control, and bear all costs of operation, maintenance, repair, rehabilitation, and replacement of flood control facilities.	1,221,000	28,700
Total Non-Federal Costs	\$ 3,670,000	\$ 28,700

The non-Federal sponsor has also agreed to make all required payments concurrently with project construction.

STATUS OF LOCAL COOPERATION: The city of Crookston is the local sponsor for this project. A Project Cooperation Agreement (PCA) for construction has been coordinated with the city and they are in agreement with its terms and conditions. The PCA was executed in March 2001. The city has instituted a special services district property tax to pay for this flood control project. In addition, the city has assembled a package of financial support from several state and local agencies.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal cost estimate of \$6,830,000 is a decrease of \$260,000 from the latest estimate (\$7,090,000) presented to Congress (FY 2003). This change includes the following items:

Item	Amount
Post Contract Award and Other Estimating adjustments	\$ -417,000
Price Escalation on Construction Features	\$ 157,000
Total	\$ -260,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: An Environmental Assessment was prepared in conjunction with the Feasibility Report. The environmental review process indicates that the proposed action does not constitute a major Federal action significantly affecting the environment. A Finding of No Significant Impact (FONSI) was signed 18 June 1997.

OTHER INFORMATION: Funds to initiate preconstruction engineering and design were appropriated in Fiscal Year 1997. Funds to initiate construction were appropriated in Fiscal Year 2001.

APPROPRIATION TITLE: Construction, General – Local Protection (Flood Control)

PROJECT: Meramec River Basin, Valley Park Levee, Missouri (Continuing)

LOCATION: The project is located in St. Louis County, Missouri, adjacent to the left bank of the Meramec River between miles 20.7 and 22.1 above the confluence with the Mississippi River.

DESCRIPTION: The project provides for construction of 3.2 miles of levee with 3 feet of freeboard above the 100-year flood profile (including about 0.5 miles of engineered fill that provides flood protection and disposal of material from an abandoned glass plant, 6 gravity drains, 3 closure structures, interior drainage facilities including 5 ponding areas, and 41 relief wells for underseepage control. All work is programmed.

AUTHORIZATION: Public Law 97-128, Section 2(h) and the Water Resources Development Acts of 1986 and 1999.

REMAINING BENEFIT-REMAINING COST RATIO: 2.0 to 1 at 8 7/8 percent.

TOTAL BENEFIT-COST RATIO: .7 to 1 at 8 7/8 percent.

INITIAL BENEFIT-COST RATIO: 1.1 to 1 at 8 7/8 percent (FY 1991).

BASIS OF BENEFIT-COST RATIO: Benefits are based on a Engineering Documentation Report dated 8 November 2001 at October 2001 price levels.

SUMMARIZED FINANCIAL DATA			STATUS (1 Jan 2003)	PCT CMPL	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost		\$33,256,000	Entire Project	TBD	TBD
Estimated Non-Federal Cost		11,233,000			
Cash Contribution	\$2,231,000 ¹		PHYSICAL DATA		
Other Costs	9,002,000				
Total Estimated Project Cost		\$44,489,000	Levee:		3.2 miles
			Gravity Drains:		6
			Closure Structures:		3
			Ponding Areas:		5
			Relief Wells:		41

¹ Includes Flood Control Contribution of \$2,224,000 and Recreation Contribution of \$7,000.

ACCUM PCT OF
EST FED COST

SUMMARIZED FINANCIAL DATA (Continued)

Allocations to 30 September 2002	\$18,902,000	
Conference Allowance for FY 2003	TBD	
Allocation for FY 2003	TBD	TBD
Allocations through FY 2003	2,000,000	TBD
Allocation Requested for FY 2004	TBD	
Programmed Balance to Complete After FY 2004	TBD	
Unprogrammed Balance to Complete After FY 2004	TBD	

JUSTIFICATION: The city of Valley Park, Missouri, has experienced severe flooding from the Meramec River nine times since the early 1900's. The flood of record occurred in December 1982 and caused an estimated \$21,624,000 in damages to 108 residential structures and 142 business establishments. This flood had a recurrence interval of approximately once in 70 years. The recommended project will provide 100-year protection to 499 residences and 168 non-residential structures. In order to finance the non-Federal portion of project costs, city officials have instituted a number of innovative techniques including solicitation for the donation of right-of-way required for construction and establishment of a Tax Increment Financing (TIF) District. City residents strongly support the project as demonstrated by attendance at rallies, signs posted in yards and at businesses, and participation in letter-writing campaigns. There are no significant adverse environmental impacts associated with the project. Average annual benefits are as follows:

Annual Benefits	Amount
Flood Damage Reduction	\$2,507,900
Recreation	264,200
Total	\$2,772,100

FISCAL YEAR 2004: The requested amount will be applied as follows:

Continue Levee IVB	\$1,600,000
Planning, Engineering, and Design	260,000
Supervision and Administration	140,000
Total	\$2,000,000

Mississippi Valley Division

St. Louis District

Meramec River Basin,
Valley Park Levee, Missouri

3 February 2003

165

NON-FEDERAL COST: In accordance with the cost-sharing and financing concepts contained in the Water Resources Development Act of 1986, the non-Federal sponsor must comply with the requirements listed below.

Requirements of Local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Provide lands, easements, and rights-of-way.	\$8,108,000	\$
Modify or relocate utilities, roads, bridges (except railroad bridges), and other facilities where necessary for the construction of the project.	894,000	
Pay one-half of the separable costs allocated to recreation and bear all costs of operation, maintenance, repair, rehabilitation, and replacement of recreation facilities.	7,000	
Pay 5 percent of the costs allocated to flood control to bring the total non-Federal share of flood control costs to 25 percent and bear all costs of operation, maintenance, repair, rehabilitation, and replacement of the project.	2,224,000	49,000
Total Non-Federal Costs	\$11,233,000	\$ 49,000

STATUS OF LOCAL COOPERATION: A Local Cooperation Agreement (LCA) was executed by the City of Valley Park and the Corps of Engineers on 12 August 1992, and an amendment was executed on 23 September 1997 to incorporate administrative language since the initial LCA. Valley Park is funding their lands, relocations, and cash contributions with Tax Increment Financing revenues and general city tax revenues as needed. Operation and maintenance costs will be funded by the city's sales tax, including a ½ cent tax for stormwater, a ½ cent tax for capital improvements, and, if needed, a 1 cent tax for general purposes.

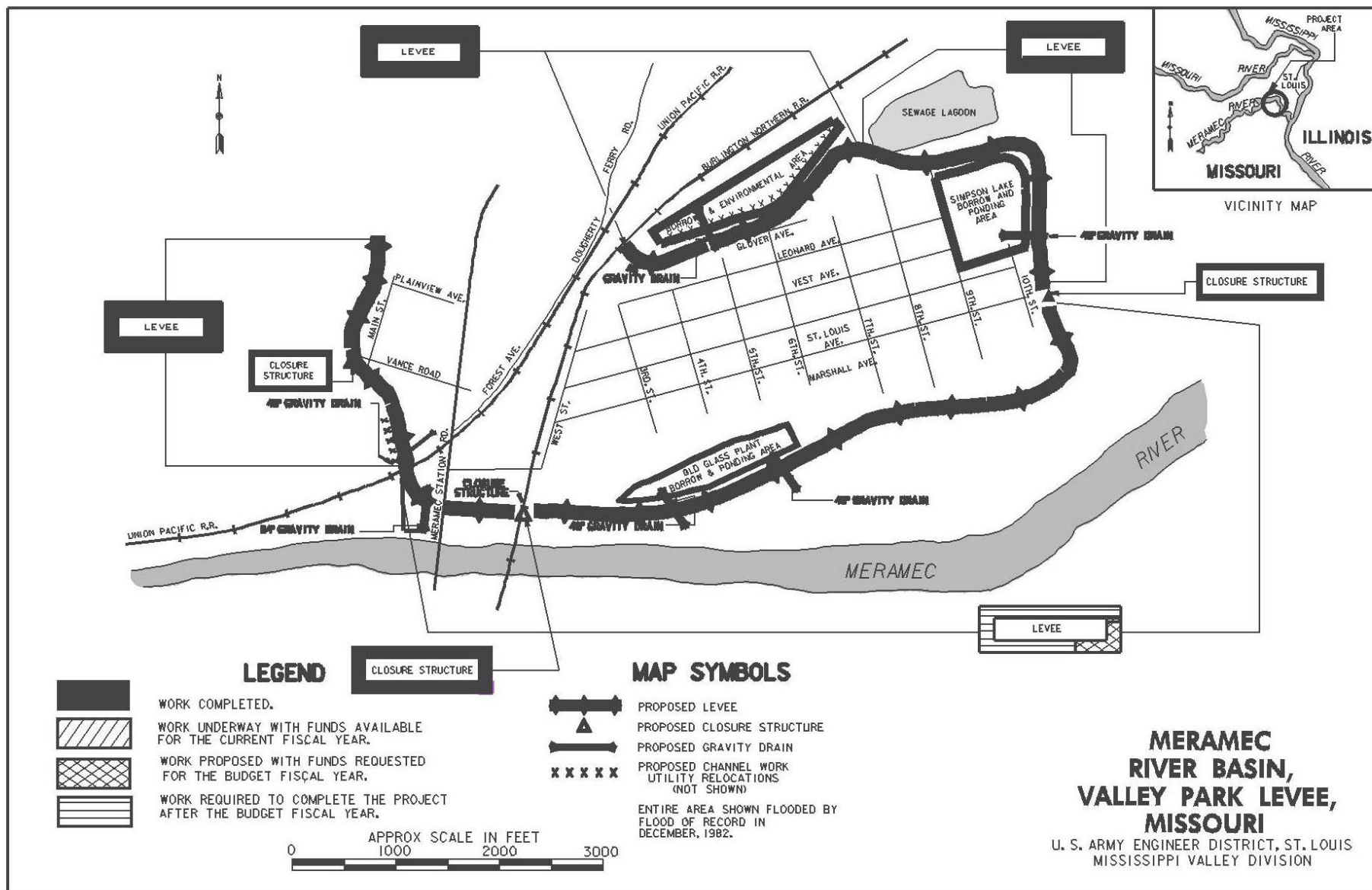
COMPARISON OF FEDERAL COST ESTIMATES: The current Federal cost estimate of \$33,256,000 is an increase of \$1,136,000 from the latest estimate (\$32,120,000) presented to Congress (FY 2003). This change includes the following items:

Item	Amount
Price Escalation on Construction Features	\$ 322,000
Post Contract Award and Other Estimating Adjustments (including contingency adjustments)	814,000
Total	\$ 1,136,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: During preparation of the Plan Formulation Report and General Design Memorandum, Main Report, and Environmental Assessment, it was determined that implementation of the recommended plan would not have significant adverse effects on the quality of the human environment. A Finding of No Significant Impact was signed by the District Commander on 9 March 1987.

OTHER INFORMATION: Funds to initiate preconstruction engineering and design were appropriated in FY 1983, and funds to initiate construction were appropriated in FY 1991. The project was modified by the Water Resources Development Act of 1999, which authorizes the Secretary to construct works on the Lower Meramec River at maximum Federal expenditure of \$35,000,000. Recreation features were eliminated.

Fish and wildlife mitigation costs total \$884,000.



APPROPRIATION TITLE: Construction, General – Local Protection (Flood Control)

PROJECT: Ste. Genevieve, Missouri (Continuing)

LOCATION: The project is located in Ste. Genevieve County, Missouri, adjacent to the west bank of the Mississippi River between miles 121 and 125 above the confluence of the Ohio River.

DESCRIPTION: The project as authorized, consists of a 3.5 mile long levee that provides urban design flood protection from Mississippi River flooding; a gravity drain pump facility with a 575 cubic feet per second capacity from three electric-powered pumps; a 505 acre ponding area; interior drainage ditching and grading; two closure structures, road, railroad and utility relocations; 20 relief wells; tree screens; an environmental mitigation area; and other features; the plan includes channel widening and one small levee along North and South Gabouri Creeks; and recreation facilities such as picnic areas and trails on flood control lands along the tributary improvements and the levee. All work is programmed

AUTHORIZATION: The Water Resources Development Act of 1986 (Public Law 99-662).

REMAINING BENEFIT-REMAINING COST RATIO: 1.0 to 1 at 8-1/4 percent.

TOTAL BENEFIT-COST RATIO: 1.0 to 1 at 8-1/4 percent.

INITIAL BENEFIT-COST RATIO: 1.0 to 1 at 8-1/4 percent (FY 1995).

BASIS OF BENEFIT-COST RATIO: Benefits are based on the authorizing language, which states "...Congress finds that, in view of the historic preservation benefits resulting from the project, the overall benefits of the project exceed the costs of the project."

SUMMARIZED FINANCIAL DATA			ACCUM PCT OF EST FED COST	STATUS (1 Jan 2003)	PCT CMPL	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost		\$35,449,000		Entire Project	TBD	TBD
Estimated Non-Federal Cost		13,614,000				
Cash Contributions	\$4,388,000	¹				
Other Costs	9,226,000					
Total Estimated Project		\$49,063,000				
Allocations to 30 September 2002		30,057,000				
Conference Allowance for FY 2003		TBD				
Allocation for FY 2003		TBD				
Allocations through FY 2003		TBD	TBD			
Allocation Requested for FY 2004		150,000	TBD			
Programmed Balance to Complete After FY 2004		TBD				
Unprogrammed Balance to Complete After FY 2004		TBD				
PHYSICAL DATA						
				Road Relocations:		2 locations
				Railroad Relocations:		2 locations
				Utility Relocations:		4 locations
				Levee:		3.5 miles
				Gravity Drain:		1
				Closure Structures:		2
				Pump Station:		575 cfs
				Ponding Area:		505 acres
				Relief Wells:		20
				North Gabouri Creek		
				Channel Widening:		0.62 miles
				Bridge Relocations:		2
				South Gabouri Creek		
				Channel Widening:		1.23 miles
				Bridge Removal:		1
				Low Water Cross		1
				New Bridges		2
				Small Levee:		0.28 miles
				Recreation		
				Hiking/Biking Trails:		5.05 miles
				Exercise Trail:		1 mile
				Picnic Tables:		18
				Softball Fields:		2

¹ Includes \$4,530,000 cash contribution offset by a reduction of \$142,000 Federal payment.

JUSTIFICATION: Ste. Genevieve was founded on the west bank of the Mississippi River by French colonists. The earliest firm documentation of the settlement is a census taken in 1752, although some estimates place the founding as early as 1723. Over a period of years after the flood of 1785, the town was gradually moved from its original location to higher ground at its present location. In 1960 the Secretary of Interior designated a major part of the city and the agricultural fields between the town and the river a national Historic Landmark District. Ste. Genevieve was in the first group of six landmark districts so designated, a group that included Williamsburg, Virginia; Charleston, South Carolina; and Old Deerfield, Massachusetts. Ste. Genevieve is significant and unique because it has been occupied continuously since it was settled and because many of its earliest French colonial buildings were not destroyed during the intervening years. One fourth of all of North America's French colonial buildings are located in Ste. Genevieve. Ste. Genevieve contains the only collection of French colonial houses anywhere on the continent. Its many old residences, its archives and traditions, and its historical continuity make it a living memorial to the settlement and development of America. Most of the National Historic Landmark District was subject to flooding. The town had no Federally constructed flood protection, although agricultural areas directly across the Mississippi River and up and downstream from Ste. Genevieve are protected by Federally constructed levees. The community suffered major Mississippi River floods in 1973, 1979, 1982, 1983, 1986, 1990, 1993 and 1995. The 1973 flood caused an estimated \$3,000,000 in damages in Ste. Genevieve. Damages from the 1982 flood were estimated by local officials to be \$2,400,000. The 1993 flood reached a stage equal to the theoretical 500-year flood in Ste. Genevieve, more than 22 feet above flood stage. Most of the historic buildings were saved by a monumental flood fight effort. According to community officials, bills received from the flood fight totaled \$2,000,000; not including donated materials and volunteer time. Volunteers came from all over the United States to fight the flood. This figure does not include flood damages or post-flood recovery. The 1995 flood was the second highest flood on record in Ste. Genevieve. Other Mississippi River floods occurred in Ste. Genevieve more frequently than the major floods and the community frequently prepared for flood fights. The town is also damaged by flooding along North and South Gabouri Creeks due to local rainfall, but the number of buildings flooded by the creeks is small compared to those flooded by the Mississippi River. As stated in the authorizing language, average annual benefits are equal to average annual costs due to historic preservation benefits.

FISCAL YEAR 2004: The requested amount will be applied as follows:

Complete Levee	\$ 25,000
Planning, Engineering, and Design	125,000
Total	\$ 150,000

NON-FEDERAL COST: In accordance with the cost-sharing and financing concepts contained in the Water Resources Development Act of 1986, the non-Federal sponsor must comply with the requirements listed below:

Requirements of Local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Provide lands, easements, and rights-of-way.	\$ 4,032,000	\$
Modify or relocate utilities, roads, bridges (except railroad bridges), and other facilities where necessary for the construction of the project.	5,083,000	
Pay one-half of the separable costs allocated to recreation and bear all costs of operation, maintenance, repair, rehabilitation, and replacement of recreation facilities.	111,000	2,000
Pay 9.0 percent of the costs allocated to flood control to bring the total non-Federal share of flood control costs to 25 percent and bear all costs of operation, maintenance, repair, rehabilitation and replacement of flood control facilities.	4,388,000	137,000
Total Non-Federal Costs	\$ 13,614,000	\$ 139,000

STATUS OF LOCAL COOPERATION: The project sponsor is the Ste. Genevieve Joint Levee Commission, which is composed of members from the City of Ste. Genevieve, Ste. Genevieve County Levee District Number 2, and Ste. Genevieve County Levee District Number 3. The City has the financing for the project. This financing consists of a city sales tax passed in November 1994 that generates about \$240,000 per year and does not expire until the project is completed, a grant of \$5,500,000 from the National Park Service through the National Trust for Historic Preservation, and a \$5,050,000 Community Development Block Grant from the State of Missouri. The commission will purchase the lands required for the project through the powers of Levee Districts 2 and 3, will use the Federal Power of Eminent Domain, and will operate and maintain the project by using Levee District 3's power to impose property taxes for operating and maintaining flood protection works. A Project Cooperation Agreement (PCA) was executed on 8 August 1995.

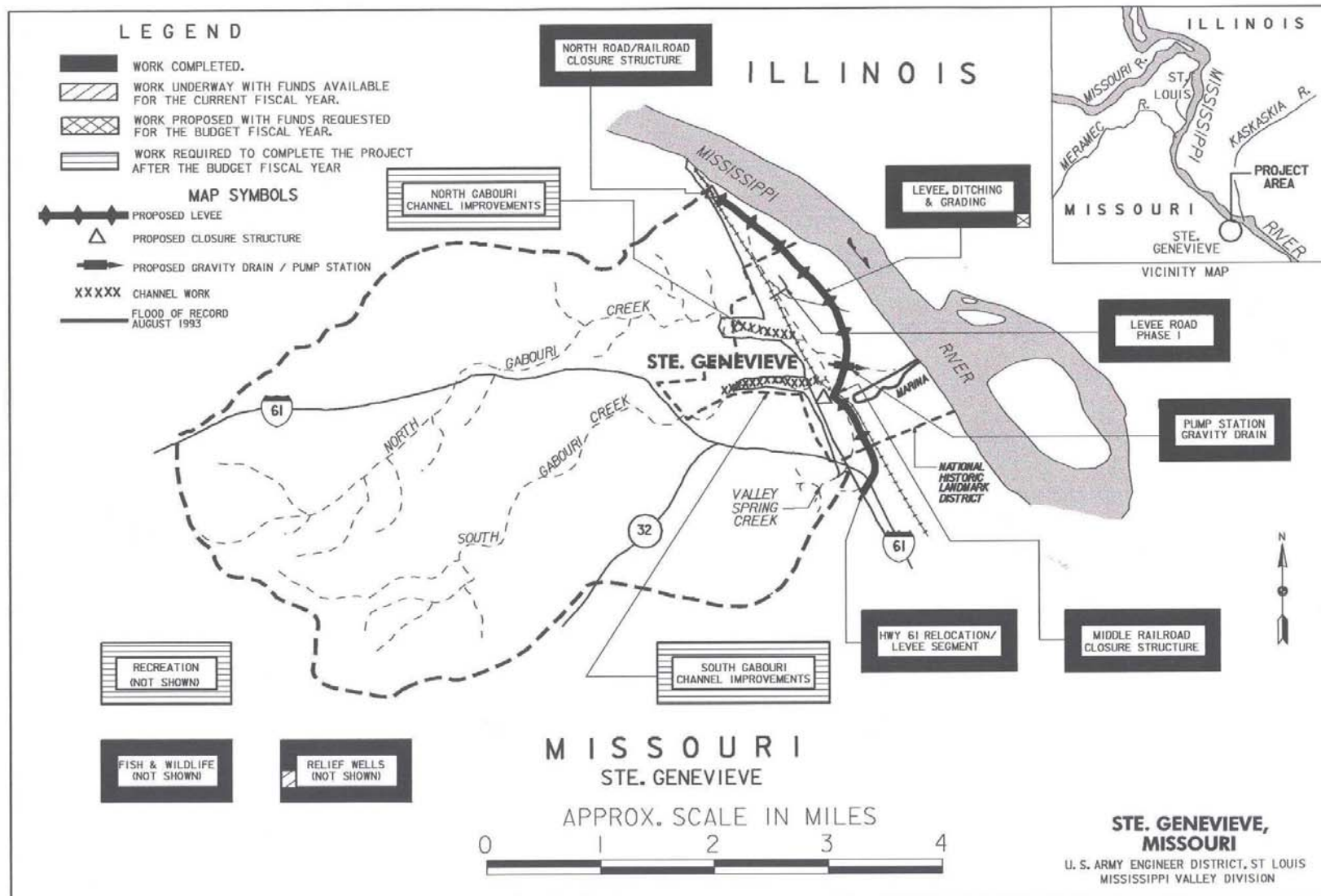
COMPARISON OF FEDERAL COST ESTIMATES: The current Federal cost estimate of \$35,449,000 is a decrease of \$326,000 from the latest estimate (\$35,775,000) presented to Congress (FY 2003). This change includes the following item:

Item	Amount
Price Escalation on Construction Features	\$ -326,000
Total	\$ -326,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: An Environmental Impact Statement (EIS) was completed as part of the Feasibility Report in June 1984. An Environmental Assessment (EA) with a Finding of No Significant Impact was signed by the District Commander on 30 January 1995. A supplement to the EIS is underway for the North and South Gabouri Creeks and recreation facilities, and is scheduled to complete in September 2004.

OTHER INFORMATION: Funds to initiate preconstruction engineering and design were appropriated in Fiscal Year 1990, and funds to initiate construction were appropriated in Fiscal Year 1995.

Environmental mitigation is required for the levee due to adverse impacts on 11.2 acres classified as "waters of the United States." A 28.4 acre wetland mitigation area is included in the project. Fish and wildlife mitigation costs are \$37,000. Remaining mitigation requirements are being determined.



APPROPRIATION TITLE: Construction, General – Local Protection (Flood Control)

PROJECT: Grand Forks, North Dakota – East Grand Forks, Minnesota (Continuing)

LOCATION: Grand Forks is located in Grand Forks County in eastern North Dakota along the Red River of the North about 70 miles south of the Canadian border. East Grand Forks is located in Polk County in northwestern Minnesota across the river from Grand Forks.

DESCRIPTION: The National Economic Development and Locally Preferred Plan is a set-back flood barrier project with a level of protection for the 0.47 percent exceedence frequency event. This level of protection is equivalent to the 1997 flood. The project will consist of 30.0 miles of levees, floodwalls, and road raises. Approximately 260 residential structures will need to be acquired for project construction. All work is programmed.

AUTHORIZATION: Omnibus Consolidated and Emergency Supplemental Appropriations Act 1999, Section 137 (Public Law 105-277).

REMAINING BENEFIT-REMAINING COST RATIO: 1.75 to 1 at 7 1/8 percent.

TOTAL BENEFIT-COST RATIO: 0.99 to 1 at 7 1/8 percent.

INITIAL BENEFIT-COST RATIO: 1.12 to 1 at 7 1/8 percent (FY 2000).

BASIS OF BENEFIT-COST RATIO: Benefits are from the latest available evaluation approved in December 1998 at December 1997 price levels.

SUMMARIZED FINANCIAL DATA			ACCUM PCT OF EST FED COST	STATUS (1 Jan 2003)	PCT CMPL	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost		\$211,300,000		Entire Project	TBD	TBD
Estimated Non-Federal Cost		194,400,000				
Cash Contribution	\$ 29,150,000					
Other	165,250,000					
Total Estimated Project Cost		\$405,700,000				
Allocations to 30 September 2002		60,951,000				
Conference Amount for FY 2003		TBD				
Allocation for FY 2003		TBD				
Allocations through FY 2003		TBD	TBD			
Allocation Requested for FY 2004		23,496,000	TBD			
Programmed Balance to Complete after FY 2004		TBD				
Unprogrammed Balance to Complete after FY 2004		TBD				

PHYSICAL DATA

Permanent Levees	26.6 miles	Pumping Stations	16
Tieback Levees	3.3 miles	Major Gatewells	2
Road Raises	9	English Coulee Diversion Channel	4.5 miles
Hartsville Coulee			
Diversion Channel	1.2 miles		

Mississippi Valley Division

St. Paul District

3 February 2003

Grand Forks, North Dakota -
East Grand Forks, Minnesota

JUSTIFICATION: Since 1950, twelve floods have threatened the Grand Forks-East Grand Forks area. Until 1997, a permanent levee in one short reach of Grand Forks, plus flood fight efforts in other areas of the two cities have prevented significant damages. The catastrophic flood of 1997 was the largest ever experienced in the area. Despite major emergency flood fight efforts, both cities were inundated. Estimates indicate that over \$1.5 billion in damages were sustained in the two cities as a result of the 1997 flood. The threat of future flooding has led to a sense of urgency for an expedited permanent solution. The recommended plan would provide reliable flood control for residents of Grand Forks and East Grand Forks. Average annual benefits are as follows:

Annual Benefits	Amount (1 October 2002)
Flood Control	\$30,514,000
Recreation	2,106,400
Total	\$32,620,400

FISCAL YEAR 2004: The requested amount of \$23,496,000 will be applied as follows:

Continue: Levee Construction in East Grand Forks (Phase I)	\$ 2,500,000
Levee Construction in Grand Forks (Phase I)	1,900,000
Levee Construction in East Grand Forks (Phase II)	8,800,000
Levee Construction in Grand Forks (Phase II)	2,700,000
English Coulee Construction	4,750,000
Heartsville Coulee Construction	746,000
Real Estate Activities	200,000
Planning, Engineering and Design	900,000
Supervision and Administration	1,000,000
Total	\$23,496,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1986, the non-Federal sponsors must comply with the requirements listed below:

Requirements of Local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Provide lands, easements, and rights-of-way, and borrow and excavated or dredged material disposal areas.	\$ 98,998,000	\$
Modify or relocate utilities, roads, bridges (except railroad bridges), and other facilities, where necessary for the construction of the project.	66,252,000	
Pay 5 percent of the costs allocated to flood control, and bear all costs of operation, maintenance, repair, rehabilitation, and replacement of flood control facilities.	19,187,000	1,012,250
Pay one-half of the separable and joint costs allocated to recreation and bear all costs of operation, maintenance, repair, rehabilitation and replacement of recreation facilities.	9,963,000	346,750
Federal reimbursement to non-Federal sponsor for costs incurred in excess of 50 percent of the costs allocated to flood control.	0	
Total Non-Federal Costs	\$ 194,400,000	\$ 1,359,000

The non-Federal sponsor has also agreed to make all required payments concurrently with project construction.

STATUS OF LOCAL COOPERATION: The non-Federal sponsors are the cities of Grand Forks, North Dakota and East Grand Forks, Minnesota. A Project Cooperation Agreement was executed in January 2000. The non-Federal funding requirements will be met using reallocation of existing taxes, implementation of a new use tax, a city-wide assessment, and state bond funds. The District Commander approved the sponsors financing plans on 21 October 1999.

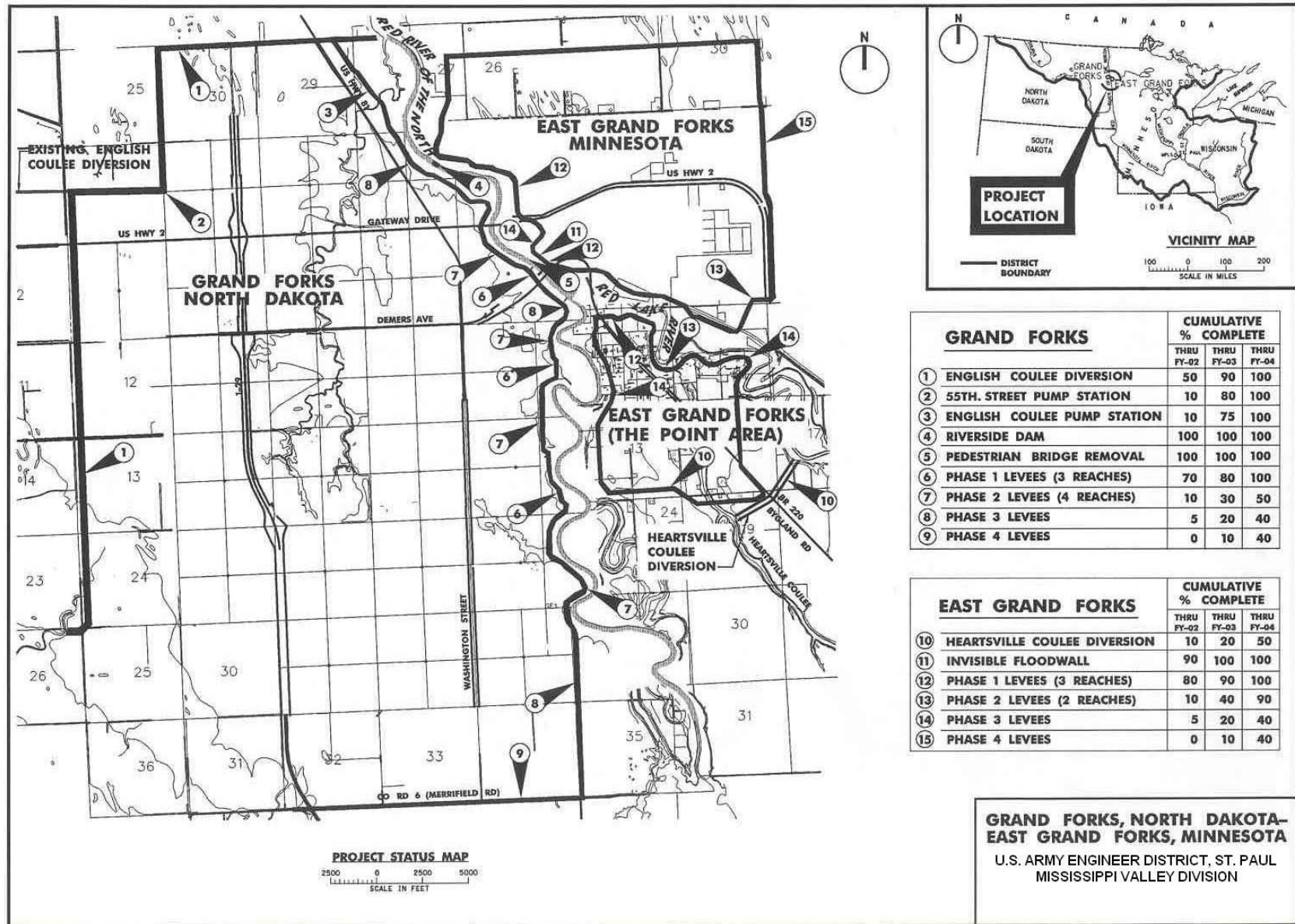
COMPARISON OF FEDERAL COST ESTIMATES: The current Federal cost estimate of \$211,300,000 is an increase of \$32,700,000 from the latest estimate (\$178,600,000) presented to Congress (FY 2003). This change includes the following items:

Item	Amount
Price Escalation on Construction Features	\$ 10,021,000
Design Changes	45,293,000
Post Contract Award and Other Estimating Adjustments (including contingency adjustments)	-22,614,000
Total	\$ 32,700,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: An Environmental Impact Statement was prepared in conjunction with the General Reevaluation Report which was completed in December 1998. The Record of Decision was signed 17 February 1999.

OTHER INFORMATION: Funds to initiate preconstruction engineering and design were appropriated in Fiscal Year 1997. Funds to initiate construction were appropriated in Fiscal Year 2000. The removal of the Pedestrian Bridge and the Riverside Dam bank Stabilization projects is essentially complete. Construction is underway on phases I and II of levee work in both communities as well as the English Coulee Diversion Extension. Supply contracts for pumps and equipment, as well as demolition of structures along the levee alignment are nearing completion. Design continues on the third and fourth phases of levee construction in Grand Forks and East Grand Forks. The Heartsville Coulee Diversion design is complete.

The April 1997 flood that devastated the Grand Forks and East Grand Forks area resulted in renewed interest for a permanent flood control solution. A General Reevaluation Report and Environmental Impact Statement was completed in December 1998. The Report contained the plan formulation process used to identify a setback flood barrier project that would provide protection equal to the 1997 flood event, including the evaluation of risk and uncertainty. Both communities support the setback flood barrier plan, which is the National Economic Development Plan. Conditional project authorization (subject to a Chief's Report) was contained in the Omnibus Consolidated and Emergency Supplemental Appropriations Act of 1999 (Public Law 105-277). The Chief's Report was completed in December 1998.



APPROPRIATION TITLE: Construction, General-Local Protection (Flood Control)

PROJECT: Sheyenne River, North Dakota (Continuing)

LOCATION: The project is located in southeastern North Dakota along the Sheyenne River, from near Baldhill Dam downstream to the confluence with the Red River of the North at Fargo. Parts of Griggs, Steele, Barnes, Ransom, Richland and Cass Counties are included in the project area.

DESCRIPTION: The project, as authorized, consists of (1) 12.7 miles of levees and a 6.8-mile flood diversion channel at West Fargo, (2) 14.8 miles of levees and a 7.4 mile flood diversion channel from Horace to West Fargo, (3) a 5-foot raise of the Baldhill Dam flood control pool, and (4) a dam and reservoir with approximately 35,000 acre-feet of storage for flood control on the Maple River. The plan, excluding the Maple River dam, would reduce flood damages to approximately 2,000 residences and farmsteads and 50,000 acres of agricultural land. Estimated damages caused by a one percent chance flood are \$109 million. On an average annual basis, over \$28 million in flood damages are estimated in the basin. Most of these damages occur in the West Fargo urban area.

Construction includes the West Fargo Unit (\$19,000,000 Federal and \$7,450,000 Non-Federal), the Horace to West Fargo Unit (\$8,787,000 Federal and \$3,143,000 Non-Federal), and the Baldhill Dam Unit (\$8,113,000 Federal and \$2,707,000 Non-Federal). All work is programmed.

The Maple River Reservoir Unit was deleted from the project due to lack of economic justification.

AUTHORIZATION: Water Resources Development Act of 1986 (Public Law 99-662).

REMAINING BENEFIT-REMAINING COST RATIO: The remaining benefit – remaining cost ratio is not applicable since construction is substantially complete.

TOTAL BENEFIT-COST RATIO: 1.1 to 1 at 7 1/8 percent.

INITIAL BENEFIT-COST RATIO: 1.1 to 1 at 7 1/8 percent (FY 2000).

BASIS OF BENEFIT-COST RATIO: Benefits for the remaining unit, the Baldhill Pool Raise, are from the latest available evaluation (Design Memorandum) dated November 1998, revised June 1999, at October 1997 price levels. Benefits for the West Fargo Unit are from the Letter Report dated January 2001, at October 2000 price levels.

SUMMARIZED FINANCIAL DATA		ACCUM PCT OF EST FED COST	STATUS (1 Jan 2003)	PCT CMPL	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost	\$ 35,900,000		West Fargo Unit	100	Dec 1994
Estimated Non-Federal Cost	13,300,000		Horace to West Fargo Unit	100	Nov 1992
Cash Contributions	\$ 3,100,000		Baldhill Dam Unit	TBD	TBD
Other Costs	10,200,000				
Total Estimated Project Cost	\$ 49,200,000	¹	Total Project	TBD	TBD
Allocations to 30 September 2002	30,278,000	²			
Conference Allowance for FY 2003	TBD				
Allocation for FY 2003	TBD				
Allocations through FY 2003	TBD	TBD			
Allocation Requested for FY 2004	\$ 3,367,000	TBD			
Programmed Balance to Complete After FY 2004	TBD				
Unprogrammed Balance to Completed after FY 2004	TBD				

PHYSICAL DATA

WEST FARGO UNIT:		HORACE TO WEST FARGO UNIT:	
Earthen Levee	12.7 miles	Trapezoidal Excavated Channel	7.4 miles
Flood Diversion Channel	6.8 miles	Earthen Levees	14.8 miles
BALDHILL DAM UNIT:			
Flood Control Pool Raise 5-foot raise			
(by modifications to gates - not embankment)			

JUSTIFICATION: The Sheyenne River, located in the southeastern portion of North Dakota, drains 7,140 square miles into the Red River of the North which flows northward to Lake Winnipeg in Manitoba, Canada. Recurrent flooding causes serious damage at the communities of Valley City, Lisbon, and West Fargo, and

¹ Excludes all costs associated with the Maple River Unit. The Maple River Unit has been deleted from the project due to lack of economic justification.

² Excludes \$475,000 sunk cost for the Maple River Unit and \$1,150,000 for Kindred Dam.

along the Sheyenne River. High Sheyenne River flows also aggravate downstream flooding along the Red River of the North. The maximum flood of record in 1882 inundated much of Valley City and Kindred. Over 100,000 acres of cropland in the basin were flooded by the Red River of the North and the Sheyenne, Wild Rice, and Maple Rivers. On 5 July 1975, the flood in the Sheyenne River basin crested at Kindred within 0.3 foot of the record flood, and the crest at West Fargo set a new record. Actual flood damages for this flood were \$96,762,000 of which \$2,132,000 were urban and \$94,630,000 were rural. Urban flood damages of \$14,159,000 were prevented due to emergency levee protection. The rural damages include cross-country (sheet flow) as well as overbank flooding. In 1979, the Sheyenne River at West Fargo reached a flow of 3,500 cubic feet per second and a stage .03 foot less than the 1975 summer flood. Damages including the cost of successful flood fights were \$7,388,000, of which \$1,903,000 were urban, \$4,676,000 agricultural, and \$809,000 transportation. In July and August 1993, intense rainstorms over the Sheyenne, Maple and Rush River watersheds caused flood damages in many areas. In Valley City, an estimated \$3 million in flood damages were incurred. In the Harwood area, just downstream from the West Fargo levees and diversion project, widespread agricultural and rural residential damages were sustained. Both the Horace and the West Fargo levees and diversion projects prevented substantial damages (\$8 million and \$36 million, respectively) in their first year of operation. The average annual flood damages for the Sheyenne River basin from overbank flooding over an assumed 100-year period at October 1994 price levels are estimated at \$39,905,061, of which \$37,506,749 are urban, \$2,053,546 agricultural and \$344,766 transportation. The recommended improvements will protect about 2,000 residences and farmsteads in the 100-year floodplain and reduce flood damages on over 50,000 acres of agricultural land. The average annual flood control benefits are \$22,374,600.

FISCAL YEAR 2004: The requested amount of \$3,367,000 will be applied as follows:

BALDHILL DAM UNIT (Pool Raise):

Complete construction of Wesley Acres protection	\$ 590,000
Initiate and complete boundary survey	160,000
Planning, Engineering & Design	180,000
Supervision and Administration	57,000
Subtotal	\$ 987,000

WEST FARGO UNIT:

Complete construction of pump station	\$ 2,190,000
Planning, Engineering & Design	90,000
Supervision and Administration	100,000
Subtotal	\$ 2,380,000
Total	\$ 3,367,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1986, the non-Federal sponsor must comply with the requirements listed below:

Requirements of Local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
WEST FARGO UNIT:		
Provide lands, easements, rights-of-way, and dredged material disposal areas.	\$ 1,280,000	\$
Modify or relocate utilities, roads, bridges, (except railroad bridges), and other facilities, where necessary for the construction of the project.	4,858,000	
Pay 5 percent of the costs allocated to flood control in cash and bear all costs of operation, maintenance, repair, rehabilitation, and replacement of flood control facilities.	1,312,000	38,000
Subtotal	\$ 7,450,000	\$ 38,000

Requirements of Local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
HORACE TO WEST FARGO UNIT:		
Provide lands, easements, rights-of-way, and dredged material disposal areas.	\$ 540,000	\$
Modify or relocate utilities, roads, bridges, (except railroad bridges), and other facilities, where necessary for the construction of the project.	2,007,000	
Pay 5 percent of the costs allocated to flood control in cash and bear all costs of operation, maintenance, repair, rehabilitation, and replacement of flood control facilities.	596,000	32,800
Subtotal	\$ 3,143,000	\$ 32,800
BALDHILL DAM POOL RAISE:		
Provide lands, easements, rights-of-way, and dredged material disposal areas.	\$ 1,515,000	\$
Pay 8.9 percent of the costs allocated to flood control to bring the total non-Federal share of flood control costs to 25 percent, as determined under Section 103 (m) of the Water Resources Development Act of 1986 and bear all costs of operation, maintenance, repair, rehabilitation and replacement of Flood Control Facilities.	1,192,000	3,200
Subtotal	\$ 2,707,000	\$ 3,200
Total Non-Federal Cost	\$ 13,300,000	\$ 74,000

The non-Federal sponsors have also agreed to make all required payments concurrently with project construction.

STATUS OF LOCAL COOPERATION: The Southeast Cass Water Resource District is the local sponsor for the West Fargo Unit and the Horace to West Fargo Unit. The Local Cooperation Agreement (LCA) for the West Fargo Unit was executed on 25 July 1988. An amendment to the LCA for an additional pump station was executed on 4 June 2001. (SEE OTHER INFORMATION.) The LCA for the Horace Unit was executed on 6 March 1990. Both of these units are scheduled to be turned over to Southeast Cass Water Resource District in 2002. In April 1994, the Sheyenne River Joint Water Resource District (WRD) was formed to act

Mississippi Valley Division

St. Paul District

Sheyenne River,
North Dakota

3 February 2003

185

as the non-Federal sponsor for the flood control pool raise at the Baldhill Dam. The Joint WRD consists of seven member water resource districts, including both upstream and downstream representatives. The Project Cooperation Agreement for the Baldhill Pool Raise was executed on 31 May 2000.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal cost estimate of \$35,900,000 is an increase of \$3,100,000 over the latest estimate (\$32,800,000) presented to Congress (FY 2003). This change includes the following items:

Item	Amount
Price Escalation on Construction Features	\$ 100,000
Post Contract Award and Other Estimating Adjustments	3,000,000
Total	\$ 3,100,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The Draft Environmental Impact Statement was filed with the Environmental Protection Agency (EPA) on 28 May 1982. The final statement was filed with the EPA on 13 April 1984. The Record of Decision was signed on 6 June 1987. The Finding of No Significant Impact for modifications to the Baldhill Dam Unit was signed on 19 October 1998.

OTHER INFORMATION: Funds to initiate preconstruction engineering and design were appropriated in FY 1976 and funds to initiate construction were appropriated in FY 1990. Floods occurred in 1994, 1995, 1996, and 1997, during which the performance of the Horace and West Fargo Units was excellent, meeting all expectations. A significant rainfall event in June 2000 overwhelmed the pump station for the West Fargo Unit, requiring numerous portable pumps to keep the interior ponding level of the Sheyenne River in check. At the request of the local sponsor, the interior flood control for the unit was reevaluated, and an additional 63,000 gpm pump station was recommended and approved in a Letter Report dated January 2001 in order to provide the authorized level of protection.

SUMMARIZED FINANCIAL DATA FOR PROGRAMMED SEPARABLE ELEMENTS:

WEST FARGO UNIT:

Estimated Federal Cost		\$19,000,000
Estimated Non-Federal Cost		7,450,000
Cash Contributions	\$1,312,000	
Other Costs	6,138,000	
Total West Fargo Unit		\$26,450,000

REMAINING BENEFIT-REMAINING COST RATIO FOR WEST FARGO UNIT: The remaining benefit-remaining cost ratio is not applicable since construction is substantially complete.

TOTAL BENEFIT-COST RATIO FOR WEST FARGO UNIT: Total benefit-cost ratio for the entire project is 1.1 to 1 at 7-1/8 percent..

HORACE TO WEST FARGO UNIT:

Estimated Federal Cost		\$ 8,787,000
Estimated Non-Federal Cost		3,143,000
Cash Contributions	\$ 596,000	
Other Costs	2,547,000	
Total Horace to West Fargo Unit		\$11,930,000

REMAINING BENEFIT-REMAINING COST RATIO FOR HORACE TO WEST FARGO UNIT: The remaining benefit-remaining cost ratio is not applicable since construction is substantially complete.

TOTAL BENEFIT-COST RATIO FOR HORACE TO WEST FARGO UNIT: Total benefit-cost ratio for the entire project is 1.1 to 1 at 7-1/8 percent.

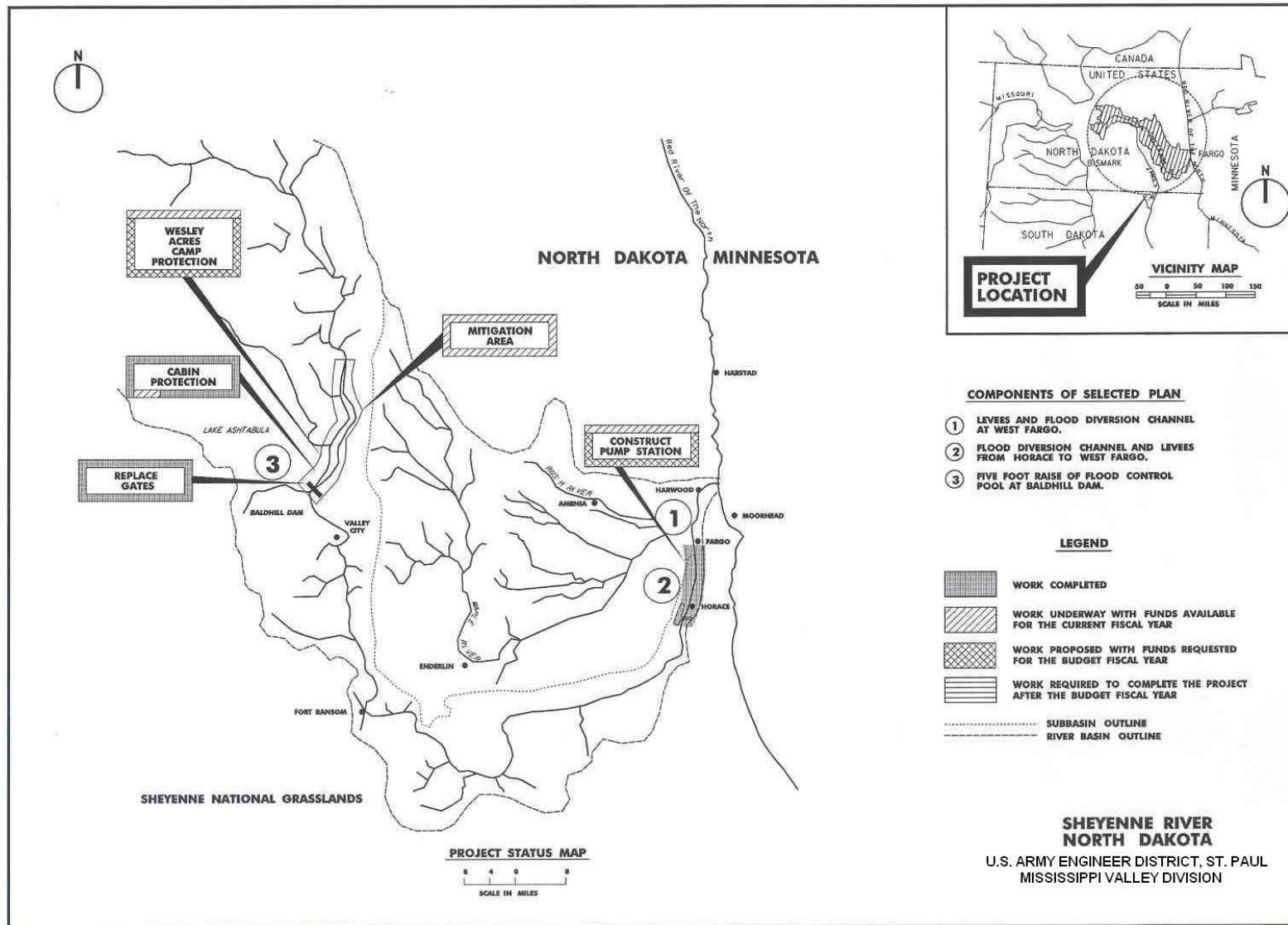
SUMMARIZED FINANCIAL DATA FOR PROGRAMMED SEPARABLE ELEMENTS (Continued):

BALDHILL DAM UNIT:

Estimated Federal Cost		\$8,113,000
Estimated Non-Federal Cost		2,707,000
Cash Contributions	\$1,192,000	
Other Costs	1,515,000	
Total Baldhill Dam Unit		\$10,820,000

REMAINING BENEFIT-REMAINING COST RATIO FOR BALDHILL DAM UNIT: The remaining benefit-remaining cost ratio is not applicable since construction is substantially complete.

TOTAL BENEFIT-COST RATIO FOR BALDHILL DAM UNIT: Total benefit-cost ratio for the entire project is 1.1 to 1 at 7-1/8 percent.



APPROPRIATION TITLE: Construction, General – Environmental Mitigation, Restoration, and Protection

PROJECT: Upper Mississippi River System Environmental Management Program, Illinois, Iowa, Minnesota, Missouri, and Wisconsin (Continuing)

LOCATION: The Program is authorized for those river reaches having commercial navigation channels on the Upper Mississippi River, Illinois River, Minnesota River, St. Croix River, and Kaskaskia River in the states of Illinois, Iowa, Minnesota, Missouri, and Wisconsin. The following counties are included: (Illinois) Jo Daviess, Carroll, Whiteside, Rock Island, Mercer, Henderson, Hancock, Adams, Pike, Calhoun, Jersey, Madison, St. Clair, Monroe, Randolph, Jackson, Union, Alexander, Pulaski, Brown, Cass, Schuyler, Fulton, Mason, Peoria, Tazewell, Woodford, Marshall, Putnam, Bureau, LaSalle, Grundy, Will; (Iowa) Allamakee, Clayton, Dubuque, Jackson, Clinton, Scott, Muscatine, Louisa, Des Moines, Lee; (Wisconsin) St. Croix, Pierce, Pepin, Buffalo, Trempealeau, La Cross, Vernon, Crawford, Grant; (Minnesota) Anoka, Hennepin, Scott, Dakota, Ramsey, Washington, Goodhue, Wabasha, Winona, Houston; (Missouri) Clark, Lewis, Marion, Ralls, Pike, Lincoln, St. Charles, St. Louis, Jefferson, Ste. Genevieve, Perry, Cape Girardeau, Scott, Mississippi.

DESCRIPTION: The purpose of the Upper Mississippi River System Environmental Management Program (UMRS-EMP) is to ensure the coordinated development and enhancement of the Upper Mississippi River System, recognizing its several purposes. Habitat rehabilitation and enhancement projects are effectively preserving and improving fish and wildlife habitat on the Upper Mississippi River System and are designed to counteract the effects of backwater sedimentation through dike construction to limit sedimentation of prime habitat and dredging to restore aquatic habitat; provide water level control and optimal food growth for waterfowl; create islands to decrease wind generated disturbances, thereby reducing turbidity; alter the flow of water to side channels and backwaters to decrease flows of sediment-laden water during high water and to increase dissolved oxygen levels during low water; increase the diversity and abundance of mast (nut) producing trees and prairies to benefit wildlife. Long-Term Resource Monitoring provides scientific information for more informed management of the UMRS. Ninety-seven percent of authorized UMRS-EMP appropriations have been used to design and construct habitat rehabilitation and enhancement projects and for Long-Term Resource Monitoring. Recreation development is an authorized program element. All work is programmed.

AUTHORIZATION: Fiscal Year 1985 Supplemental Appropriations Act, P.L. 99-88; Water Resources Development Act of 1986, PL 99-662, Section 1103; Water Resources Development Act of 1990, P.L. 101-640, Section 405; and the Water Resources Development Act of 1992, P.L. 102-580, Section 107, and the Water Resources Development Act of 1999, P.L. 106-53, Section 509.

REMAINING BENEFIT-REMAINING COST: The remaining benefit-remaining cost ratio for the entire project is not applicable because monetary benefits are not quantified.

TOTAL BENEFIT-COST RATIO: The total benefit-cost ratio for the entire project is not applicable because monetary benefits are not quantified. Projects within the UMRS-EMP Program are selected for design and construction based on continued assessment of habitat restoration and enhancement opportunities as determined by the involved Federal and non-Federal partners.

INITIAL BENEFIT-COST RATIO: The initial benefit-cost ratio for the entire project is not applicable because monetary benefits are not quantified.

BASIS OF BENEFIT-COST RATIO: The basis for the benefit-cost ratio for the entire project is not applicable because monetary benefits are not quantified.

Mississippi Valley Division

Rock Island District

3 February 2003

Upper Mississippi River System
Environmental Management Program
Illinois, Iowa, Minnesota,
Missouri, and Wisconsin
190

SUMMARIZED FINANCIAL DATA			ACCUM PCT OF EST FED COST
Estimated Federal Cost		\$ 766,195,000	
Estimated Non-Federal Cost		8,073,000	
Cash Contribution	\$ 8,073,000		
Other Costs	0		
Total Estimated Project Cost		\$ 774,268,000	
Allocations to 30 September 2002		236,773,000	
Conference Allowance for FY 2003		TBD	
Allocation for FY 2003		TBD	
Allocations through FY 2003		TBD	TBD
Allocation for FY 2004		33,320,000	TBD
Programmed Balance to Complete After FY 2004		TBD	
Unprogrammed Balance to Complete After FY 2004		\$ 0	

STATUS: (1 January 2003)		PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE ^{1/}
Long Term Resource Monitoring		TBD	TBD
Economic Impacts of Recreation Study		100	(Sep 92)
Traffic Monitoring		100	(Sep 90)
Habitat Rehabilitation and Enhancement Projects (Construction)			
Angle Blackburn, MO	ST. LOUIS DISTRICT	0	Deferred
Batchtown Mgt. Area, IL	ST. LOUIS DISTRICT	TBD	TBD
Calhoun Point, IL	ST. LOUIS DISTRICT	TBD	TBD
Clarksville Refuge, MO	ST. LOUIS DISTRICT	100	(Apr 90)
Cuivre Island, MO	ST. LOUIS DISTRICT	100	(Jul 99)
Dresser Island, MO	ST. LOUIS DISTRICT	100	(Sep 91)
Establishment Chute, MO	ST. LOUIS DISTRICT	TBD	TBD
Jefferson Barracks Side Channel	ST. LOUIS DISTRICT	TBD	TBD
Least Tern, MO	ST. LOUIS DISTRICT	22	Deferred
Norton Woods, MO	ST. LOUIS DISTRICT	0	Deferred
Pharrs Island, Phase I, MO	ST. LOUIS DISTRICT	100	(Jun 92)
Pools 25 and 26, MO	ST. LOUIS DISTRICT	22	TBD
Reds Landing, IL	ST. LOUIS DISTRICT	TBD	TBD
Salt Lake/Ft Chartres S.C., IL	ST. LOUIS DISTRICT	7	TBD
Stag & Keaton Is., MO	ST. LOUIS DISTRICT	100	(Sep 98)
Stump Lake, IL	ST. LOUIS DISTRICT	100	(Nov 98)
Schenimann, MO	ST. LOUIS DISTRICT	TBD	TBD
Stone Dike Alteration, IL/MO	ST. LOUIS DISTRICT	TBD	TBD
Swan Lake, IL	ST. LOUIS DISTRICT	TBD	TBD
Ted Shanks, MO	ST. LOUIS DISTRICT	TBD	TBD
Turner Island/Chute, IL	ST. LOUIS DISTRICT	TBD	TBD
Andalusia Refuge, IL	ROCK ISLAND DISTRICT	100	(Dec 94)
Banner Marsh, IL	ROCK ISLAND DISTRICT	TBD	TBD
Bay Island, MO	ROCK ISLAND DISTRICT	100	(Nov 94)
Bertom Lake, WI	ROCK ISLAND DISTRICT	100	(Jun 92)
Big Timber, IA	ROCK ISLAND DISTRICT	100	(Jun 95)
Brown's Lake, IA	ROCK ISLAND DISTRICT	100	(Sep 94)
Chautauqua Refuge, IL	ROCK ISLAND DISTRICT	TBD	TBD

Mississippi Valley Division

Rock Island District

3 February 2003

Upper Mississippi River System
Environmental Management Program
Illinois, Iowa, Minnesota,
Missouri, and Wisconsin

STATUS: (1 January 2003) (Continued)		PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE ^{1/}
Cottonwood Island, MO	ROCK ISLAND DISTRICT	100	(Dec 99)
Gardner Div., IL	ROCK ISLAND DISTRICT	TBD	TBD
Huron Island, IA	ROCK ISLAND DISTRICT	0	Deferred
Lake Odessa, IA	ROCK ISLAND DISTRICT	TBD	TBD
Pool 11 Islands, WI/IA	ROCK ISLAND DISTRICT	TBD	TBD
Pleasant Creek, IA	ROCK ISLAND DISTRICT	100	(Jan 03)
Monkey Chute, MO	ROCK ISLAND DISTRICT	100	(Aug 89)
Peoria Lake, IL	ROCK ISLAND DISTRICT	100	(Sep 97)
Peosta Channel, IA	ROCK ISLAND DISTRICT	0	Deferred
Pool 12 Overwintering IA/IL	ROCK ISLAND DISTRICT	TBD	TBD
Potters Marsh, IL	ROCK ISLAND DISTRICT	100	(Jun 96)
Princeton, IA	ROCK ISLAND DISTRICT	100	(Dec 01)
Rice Lake, IL	ROCK ISLAND DISTRICT	TBD	TBD
Smith's Creek, IA	ROCK ISLAND DISTRICT	TBD	TBD
Spring Lake, IL	ROCK ISLAND DISTRICT	100	(Sep 01)
Ambrough Slough, WI	ST. PAUL DISTRICT	TBD	TBD
Blackbird Slough, MN	ST. PAUL DISTRICT	0	Deferred
Blackhawk Park, WI	ST. PAUL DISTRICT	100	(Nov 90)
Bussey Lake, IA	ST. PAUL DISTRICT	100	(Jun 96)
Capoli Slough, WI	ST. PAUL DISTRICT	TBD	TBD
Cold Springs, WI	ST. PAUL DISTRICT	100	(Jun 94)
Conway Lake, IA	ST. PAUL DISTRICT	TBD	TBD
East Channel, WI, MN	ST. PAUL DISTRICT	100	(Jun 97)
Finger Lakes, MN	ST. PAUL DISTRICT	100	(Jul 94)
Guttenberg Fish Ponds, IA	ST. PAUL DISTRICT	100	(Nov 89)
Harpers Slough, WI	ST. PAUL DISTRICT	TBD	TBD
Indian Slough, WI	ST. PAUL DISTRICT	100	(Jun 93)
Island 42, MN	ST. PAUL DISTRICT	100	(May 87)
Lake Onalaska, WI	ST. PAUL DISTRICT	100	(Oct 89)
Lake Winneshiek, WI	ST. PAUL DISTRICT	TBD	TBD
Lansing Big Lake, IA	ST. PAUL DISTRICT	100	(Nov 94)
Long Lake, WI	ST. PAUL DISTRICT	100	(May 00)
Long Meadow Lake, MN	ST. PAUL DISTRICT	TBD	TBD

Mississippi Valley Division

Rock Island District

3 February 2003

Upper Mississippi River System
Environmental Management Program
Illinois, Iowa, Minnesota,
Missouri, and Wisconsin

STATUS: (1 January 2003) (Continued)		PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE ¹
Miss. Rvr Bank			
Stabilization, MN/WI	ST. PAUL DISTRICT	100	(Sep 99)
Peterson Lake, MN	ST. PAUL DISTRICT	100	(Jun 96)
Polander Lake, MN	ST. PAUL DISTRICT	100	(Apr 02)
Pool 8 Isl, Phase I, WI	ST. PAUL DISTRICT	100	(Jun 93)
Pool 8 Isl, Phase II, WI	ST. PAUL DISTRICT	100	(Sep 99)
Pool 9 Isl Protection, WI	ST. PAUL DISTRICT	100	(Jun 95)
Pool 8 Isl, Phase III, WI	ST. PAUL DISTRICT	TBD	TBD
Pool Slough, IA/MN	ST. PAUL DISTRICT	TBD	TBD
Rice Lake, MN	ST. PAUL DISTRICT	100	(Nov 98)
Small Scale Drawdown, WI	ST. PAUL DISTRICT	100	(Sep 97)
Spring Lake, WI	ST. PAUL DISTRICT	100	(Nov 94)
Spring Lake Isl, WI	ST. PAUL DISTRICT	12	TBD
Trempealeau NWR, WI	ST. PAUL DISTRICT	100	(Sep 99)
Whitewater River, MN	ST. PAUL DISTRICT	2	Deferred
Recreation		0	Unscheduled
Habitat Need Assessment		100	(Sep 00)

JUSTIFICATION: Implementation of the Upper Mississippi River System Environmental Management Program is essential to the continued viability of the Upper Mississippi River System and important to the long-term public acceptance and support of Upper Mississippi River System (UMRS) navigation. Habitat Rehabilitation and Enhancement projects help counteract the negative effects of natural and human-induced factors on the system's backwaters and side channels. Projects are selected for design and construction based on continued assessment of habitat restoration and enhancement opportunities as determined by the involved Federal and non-Federal partners. Long-Term Resource Monitoring provides data to indicate trends in key environmental parameters, analyzing sedimentation and other UMRS resource problems, and producing a spatial information database. An Economic Impacts of Recreation Study has been conducted to enable Federal and non-Federal management decisions to better consider impacts on recreation and the consequent changes in recreation-related expenditures in the local and regional economies.

¹ Parenthesis indicate actual date.

FISCAL YEAR 2004: The requested amount of \$33,320,000 will be applied as follows:

PROJECT	DISTRICT	AMOUNT	STATUS
Batchtown Mgmt Area III, IL	ST. LOUIS DISTRICT	55,000	Initiate Construction
Calhoun Point Stg I, IL	ST. LOUIS DISTRICT	1,200,000	Complete Construction
Calhoun Point Stg II, IL	ST. LOUIS DISTRICT	3,535,000	Continue Construction
Establishment Chute, MO	ST. LOUIS DISTRICT	70,000	Initiate Design
Pools 25 & 26, MO	ST. LOUIS DISTRICT	120,000	Complete Design
Reds Landing, IL	ST. LOUIS DISTRICT	75,000	Initiate Design
Salt Lake/Ft. Chartres SC, IL	ST. LOUIS DISTRICT	180,000	Complete Design
Schienimann Chute, MO	ST. LOUIS DISTRICT	850,000	Continue Construction
Stone Dike Alterations MO/IL	ST. LOUIS DISTRICT	110,000	Complete Design
Ted Shanks, MO	ST. LOUIS DISTRICT	80,000	Initiate Design
Fox Island, MO	ROCK ISLAND DISTRICT	213,000	Continue Design
Gardner Division, IL	ROCK ISLAND DISTRICT	74,000	Continue Construction
Lake Odessa, IA	ROCK ISLAND DISTRICT	343,000	Complete Design
Lake Odessa, IA	ROCK ISLAND DISTRICT	372,000	Initiate Construction
Pool 11 Islands Stg 1, WI	ROCK ISLAND DISTRICT	232,000	Continue Construction
Pool 11 Islands Stg 2, WI	ROCK ISLAND DISTRICT	4,000,000	Continue Construction
Pool 12 Overwintering	ROCK ISLAND DISTRICT	350,000	Continue Design
Rice Lake, IA	ROCK ISLAND DISTRICT	850,000	Continue Design
Rice Lake, IA	ROCK ISLAND DISTRICT	1,822,000	Initiate Construction
Smith Creek,	ROCK ISLAND DISTRICT	200,000	Continue Design
Ambrough Slough, WI	ST. PAUL DISTRICT	225,000	Complete Construction
Capoli Slough, WI	ST. PAUL DISTRICT	130,000	Complete Design
Capoli Slough, WI	ST. PAUL DISTRICT	850,000	Initiate Construction
Conway Lake, IA	ST. PAUL DISTRICT	100,000	Continue Design
Harpers Slough, WI	ST. PAUL DISTRICT	130,000	Complete Design
Harpers Slough, WI	ST. PAUL DISTRICT	740,000	Initiate Construction
Lake Winneshiek, WI	ST. PAUL DISTRICT	126,000	Initiate Design
Long Meadow Lake, MN	ST. PAUL DISTRICT	10,000	Complete Design
Long Meadow Lake, MN	ST. PAUL DISTRICT	450,000	Initiate Construction
Pool 8 Phase III Stg 1, WI	ST. PAUL DISTRICT	40,000	Complete Design
Pool 8 Phase III Stg 1, WI	ST. PAUL DISTRICT	500,000	Complete Construction
Pool 8 Phase III Stg 2, WI	ST. PAUL DISTRICT	150,000	Complete Design
Pool 8 Phase III Stg 2, WI	ST. PAUL DISTRICT	560,000	Initiate Construction
Pool Slough, IA	ST. PAUL DISTRICT	160,000	Complete Construction
Spring Lake Islands, WI	ST. PAUL DISTRICT	1,880,000	Initiate Construction

Mississippi Valley Division

Rock Island District

Upper Mississippi River System
Environmental Management Program
Illinois, Iowa, Minnesota,
Missouri, and Wisconsin

3 February 2003

PROJECT	DISTRICT	AMOUNT	STATUS
Habitat Evaluation/Monitoring		650,000	Continue
Other Habitat		88,000	Continue
Public Involvement		100,000	Continue
Long Term Resource Monitoring		10,250,000	Continue
Independent Technical Review Committee		350,000	Continue
Report for Congress		75,000	Continue
Program Management		1,025,000	Continue
	TOTAL	\$33,320,000	

NON-FEDERAL COSTS: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1986 and amended by Section 107(b) of the Water Resources Development Act of 1999, the non-Federal sponsor must comply with the requirements listed below.

Requirements of Local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Pay 25 percent of the first costs allocated to fish and wildlife enhancement for the following projects:		
Banner Marsh, IL	1,780,000	\$ 0
Batchtown, IL	582,000	
Blackhawk Park, WI	77,000	
Bussey Lake, IA	162,000	
Cuivre Island, MO	498,000	
Osborne Channel, IL	190,000	
Peoria Lake, IL	42,000	
Princeton, IA	54,000	
Swan Lake, IL	262,000	
Subtotal	\$ 3,647,000	\$ 0
Pay 35 percent of the first costs allocated to fish and wildlife enhancement for the following projects:		
Ambrough Slough, WI	116,000	
Pool Slough, IA, MN	155,000	
Rice Lake, IL	3,000,000	
Smith Creek, IA	1,155,000	
Subtotal	\$ 4,426,000	\$ 0
Pay 50 percent of the first costs allocated to recreation projects.	0 ¹	
Total Non-Federal Construction Costs	\$ 8,073,000	\$ 0

¹ No recreation projects scheduled.

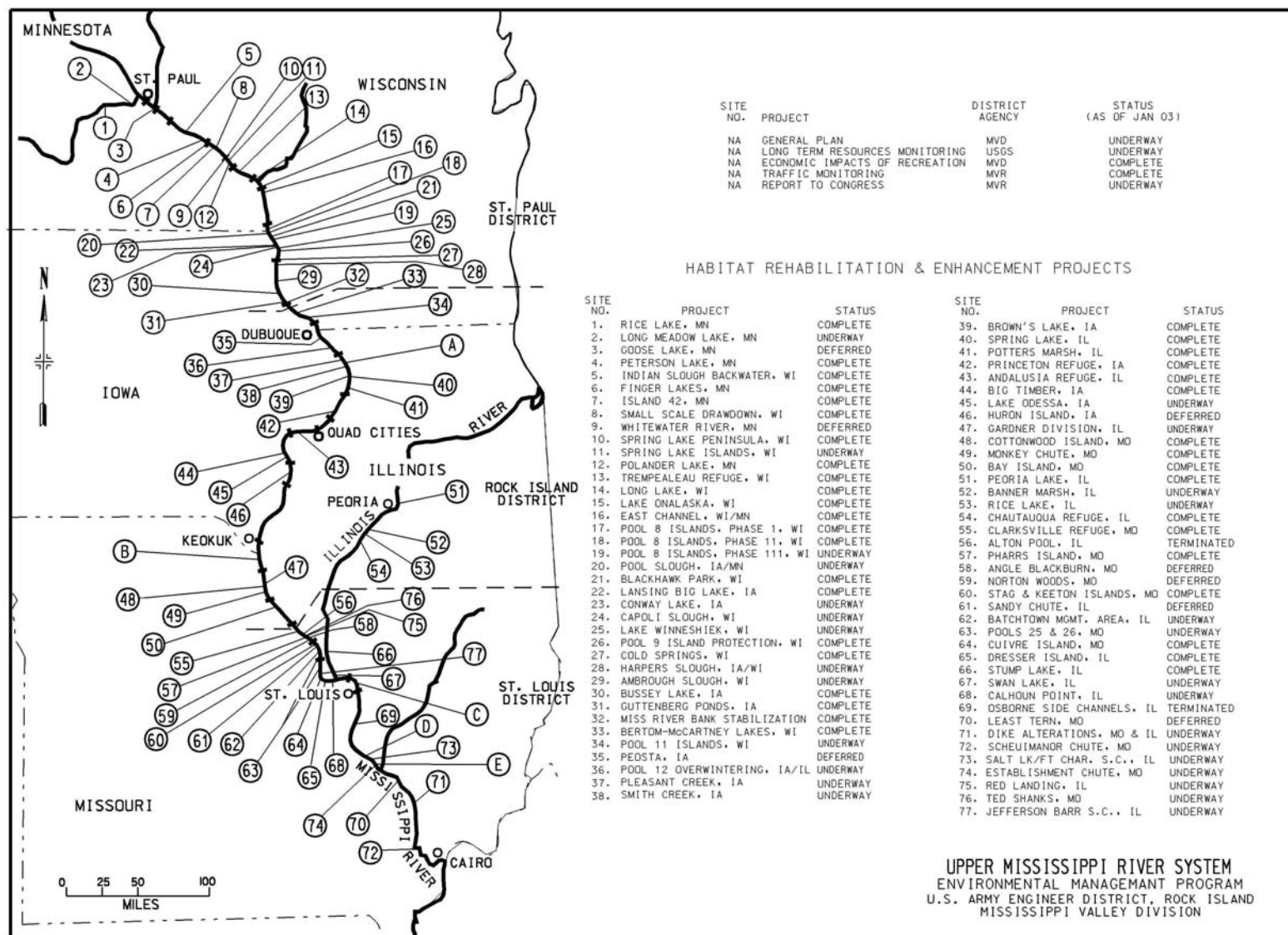
The non-Federal sponsors have agreed to make all required payments concurrently with project construction.

STATUS OF LOCAL COOPERATION: A Project Cooperation Agreement is required only for Program projects that are not located on lands managed as a national wildlife refuge.

COMPARISON OF FEDERAL COST ESTIMATE: The current Federal cost estimate of \$766,195,000 is the same as the latest estimate presented to Congress (FY 2003).

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: National Environmental Policy Act compliance is accomplished prior to implementation of each individual project within the Program.

OTHER INFORMATION: Funds to initiate construction were appropriated in FY 1985. The Water Resources Development Act of 1999, P.L. 106-53, amends the previous authority to increase annual appropriation limits available to the program; require submission of a report to Congress on a 6 year cycle beginning in December 2004 that evaluates programs, accomplishments, systemic habitat needs, and identifies any needed changes to the program authorization; and authorizes an independent technical review committee. Technical Review Committee will be implemented in Fiscal Year 2004.



Mississippi Valley Division

Rock Island District

Upper Mississippi River System
Environmental Management Program
Illinois, Iowa, Minnesota,
Missouri, and Wisconsin

3 February 2003

APPROPRIATION TITLE: Construction, General – Major Rehabilitation – Locks and Dams (Navigation)

PROJECT: Lock and Dam 24, Mississippi River, Illinois and Missouri (Major Rehabilitation) (Continuing)

LOCATION: Lock and Dam 24, is located in Calhoun County, Illinois, and Pike County, Missouri, at approximately Mile 273.5 above the mouth of the Ohio River in the vicinity of Clarksville, Missouri.

DESCRIPTION: The project plan provides for the rehabilitation of portions of the structure. The work will include replacement of miter gates, auxiliary lock closure structure, power distribution system, lock motors and controllers, control system, and miter gate machinery; addition of a protection cell, bendway weirs, and debris openings in the dam guard wall; repairs to several dam bridge columns; and rehabilitation of the lock landwall, intermediate wall, upstream and downstream guidewalls, dam tainter gates and anchorages, and the Illinois abutment. All work is programmed.

AUTHORIZATION: River and Harbor Act of 1935, Water Resources Development Acts of 1986 and 1992.

REMAINING BENEFIT-REMAINING COST RATIO: 2.2 to 1 at 8 percent (Rehabilitation Report, Part 1, June 1993); and 7 1/8 percent (Rehabilitation Report, Part 2, September 1997).

TOTAL BENEFIT-COST RATIO: 2.3 to 1 at 8 percent (Rehabilitation Report, Part 1, June 1993); 1.4 to 1 at 7 1/8 percent (Rehabilitation Report, Part 2, September 1997).

INITIAL BENEFIT-COST RATIO: 2.3 to 1 at 8 percent (FY 1996, Rehabilitation Report, Part 1, June 1993); 1.4 to 1 at 7 1/8 percent (FY 2000, Rehabilitation Report, Part 2, September 1997).

BASIS OF BENEFIT-COST RATIO: Based on two Major Rehabilitation Reports, Lock and Dam No. 24, Mississippi River, approved in June 1993 (Part 1, October 1992 price levels) and September 1997 (Part 2, October 1996 price levels). Benefit-cost ratio is a composite of all items analyzed for major rehabilitation.

SUMMARIZED FINANCIAL DATA			ACCUM PCT OF EST FED COST	STATUS (1 Jan 2003)	PCT CMPL	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost		\$87,450,000		Entire Project	TBD	TBD
General Appropriation	\$43,725,000					
Inland Waterways Trust Fund	43,725,000					
Estimated Non-Federal Cost		0				
Total Estimated Project Cost		\$87,450,000				

Mississippi Valley Division

St. Louis District

3 February 2003

Lock and Dam 24, Mississippi River,
Illinois and Missouri
200

SUMMARIZED FINANCIAL DATA (Continued)	GENERAL APPNS	INLAND WATERWAYS TRUST FUND	ACCUM PCT OF EST FED COST
Allocations to 30 September 2002	\$17,040,500	\$17,040,500	
Conference Allowance for FY 2003	TBD	TBD	
Allocation for FY 2003	TBD	TBD	
Allocations through FY 2003	TBD	TBD	TBD
Allocation Requested for FY 2004	6,500,000	6,500,000	TBD
Programmed Balance to Complete After FY 2004	TBD	TBD	
Unprogrammed Balance to Complete After FY 2004	TBD	TBD	

PHYSICAL DATA

Lock: Major rehabilitation of the existing lock will include replacement of miter gates, power distribution system, motors, controllers, and machinery; construction of a protection cell, bendway weirs, and debris openings in the guard wall; and rehabilitation of existing lock landwall, intermediate wall, and downstream guidewalls.

Dam: Major rehabilitation of the existing dam lock will include replacement of power distribution and control systems and auxiliary lock closure structure and rehabilitation of bridge columns and Illinois abutment.

JUSTIFICATION: Lock and Dam 24 has been operating for over 60 years. While ordinary maintenance has been performed to keep the facility operating, the wear and tear on some items is beyond ordinary maintenance. To provide an acceptable level of reliability, major rehabilitation of various structural, electrical, and mechanical components of the facility must be undertaken. The average annual benefits, all navigation, are \$4,735,000 (Rehabilitation Report, Part 1, June 1993) and \$5,384,000 (Rehabilitation Report, Part 2, September 1997).

FISCAL YEAR 2004: The requested amount will be applied as follows:

Continue: Lock Concrete Rehabilitation	\$11,400,000
Planning, Engineering and Design	600,000
Supervision and Administration	1,000,000
Total	\$13,000,000

NON-FEDERAL COST: In accordance with the cost-sharing and financing concepts reflected in the Water Resources Development Act of 1986, 50 percent of the total cost of construction will be derived from the Inland Waterways Trust Fund.

STATUS OF LOCAL COOPERATION: None required.

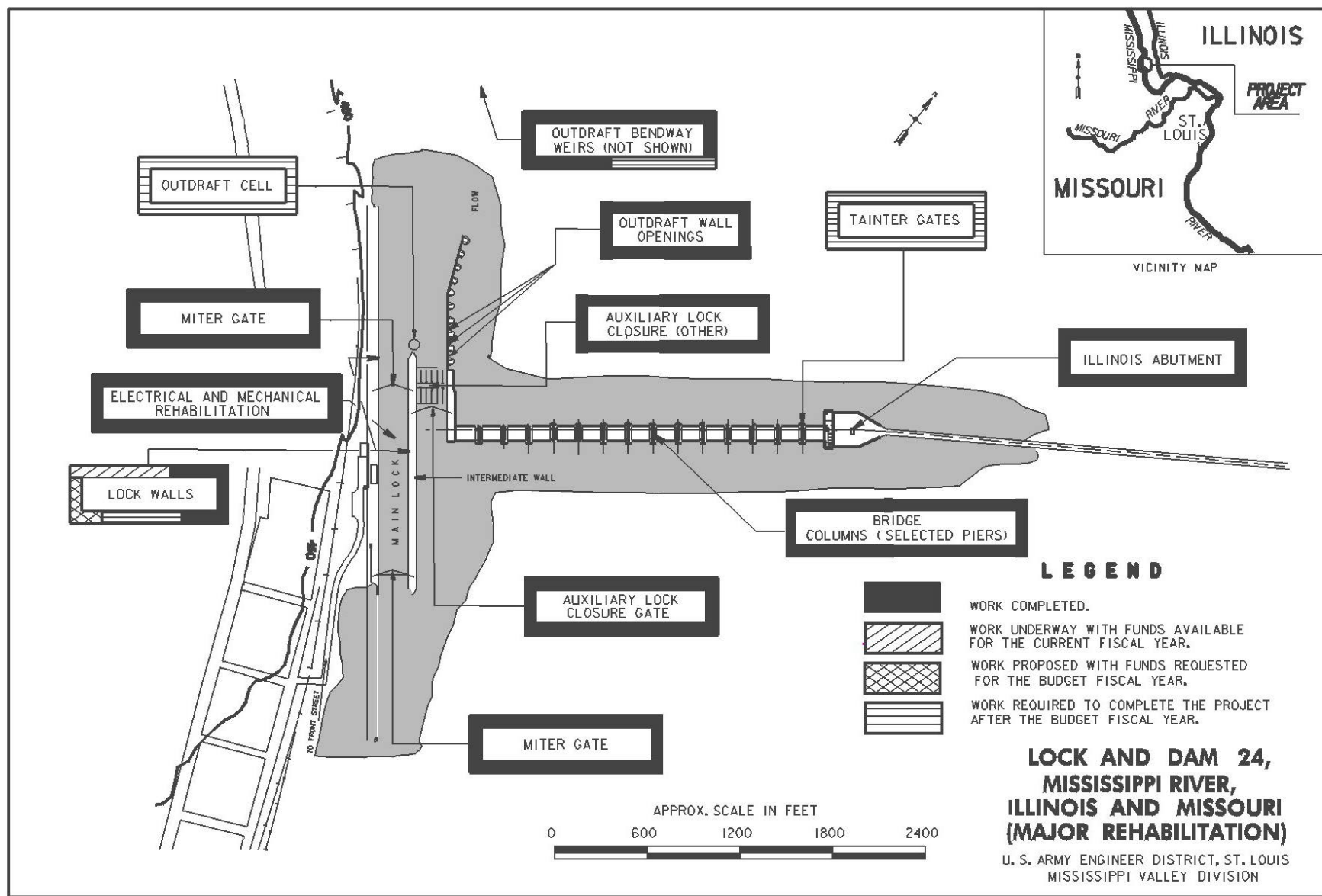
COMPARISON OF FEDERAL COST ESTIMATES: The current Federal cost estimate of \$87,450,000 is an increase of \$3,700,000 from the latest estimate (\$83,750,000) submitted to Congress (FY 2003). This change includes the following items:

Item	Amount
Price Escalation on Construction Features	\$ 958,000
Post Contract Award and Other Estimating Adjustments (including contingency adjustments)	2,742,000
Total	\$ 3,700,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: Two environmental assessments were conducted. Each one resulted in a Finding of No Significant Impact; the first one was signed 1 February 1993 and the second, 5 March 1997. The rehabilitation reports were coordinated with the U.S. Fish and Wildlife Service, U.S. Environmental Protection Agency, and the Missouri and Illinois Departments of Conservation. The U.S. Fish and Wildlife Service concurred with the biological assessments contained in the environmental assessments.

OTHER INFORMATION: Funds to initiate construction were appropriated in Fiscal Year 1996.

The project requires no mitigation.



APPROPRIATION TITLE: Construction, General – Major Rehabilitation – Locks and Dams (Navigation)

PROJECT: Lock and Dam 11, Mississippi River, Iowa (Major Rehabilitation) (Continuing)

LOCATION: The project is located at Mississippi River Mile 583.0, in Dubuque, Dubuque County, Iowa. The facility is a unit of the Inland Waterway Navigation System of the Upper Mississippi River Basin and is one of twenty-nine such facilities between Minneapolis, Minnesota, and St. Louis, Missouri.

DESCRIPTION: The lock chamber is 600 feet long by 110 feet wide and has a maximum lift of 11 feet. An auxiliary lock is located adjacent to the Iowa side of the channel. The dam is 5,018-feet long and consist of a 1,278-foot gated section, a 200-foot long storage yard, and the remaining 3,540 feet is a non-overflow earth dike. Significant features of the work include miter gate electrical systems replacement, miter gate and tainter valve machinery replacement, miter gate anchorage bar replacement, culvert valve rehabilitation, dam tainter gate chain replacement, and additional scour protection above and below the dam.

AUTHORIZATION: River and Harbor Act of 1930.

REMAINING BENEFIT-REMAINING COST RATIO: 2.9 to 1 at 6-1/8 percent.

TOTAL BENEFIT-COST RATIO: 9.9 to 1 at 6-1/8 percent

BASIS OF BENEFIT-COST RATIO: The Mississippi River, Dubuque, Iowa, Lock and Dam No. 11 Rehabilitation Evaluation Report, dated March 1999, revised May 1999, and submitted to HQUSACE for approval on 19 May 1999, at October 2001 price levels.

SUMMARIZED FINANCIAL DATA		STATUS (1 Jan 2003)	PCT CMPL	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost	\$ 25,000,000 ¹	Entire Project	TBD	TBD
General Appropriations	12,500,000			
Inland Waterways Trust Fund	12,500,000			
Estimated Non-Federal Cost	0	PHYSICAL DATA		
Total Estimated Project Cost	\$25,000,000	Scour Protection – place rock downstream of dam (125 ft) and upstream (65 feet). Lock Rehabilitation – 600 feet long x 110 Feet wide. Dam Rehabilitation – 849 feet gated section and 7,520 feet rock and earthen section.		

¹ Based on Rehabilitation Evaluation Report dated May 1999 in the amount of \$21,900,000 (Major Rehabilitation only). The estimate was updated to October 2002 price levels and an estimated inflation allowance through the construction period was applied.

SUMMARIZED FINANCIAL DATA (Continued)	GENERAL APPROPRIATIONS	INLAND WATERWAYS TRUST FUND	ACCUM PCT OF EST FED COST
Allocations to 30 September 2002	\$ 400,000	\$ 400,000	
Conference Allowance for FY 2003	TBD	TBD	
Allocation for FY 2003	TBD	TBD	
Allocations through FY 2003	TBD	TBD	TBD
Allocation for FY 2004	656,500	656,500	TBD
Programmed Balance to Complete after FY 2004	TBD	TBD	
Unprogrammed Balance to Complete after FY 2004	TBD	TBD	

JUSTIFICATION: The Upper Mississippi River is a vital segment of the United States Inland Waterway Navigation System, serving as an economical transportation link from the Upper Midwest to the lower Mississippi River and the Gulf of Mexico. The Upper Mississippi River is essential to several of the most important economic sectors in the nation; namely agriculture, construction, and energy. The continued operation and maintenance of the locks and dams on the Upper Mississippi River in a safe and reliable mode is of sound economic importance.

Lock and Dam No. 11 was placed into operation in 1937, and has performed very well in the intervening 62 years of service. However, reliability and operational problems are occurring that have significant impacts to the navigation users of the Upper Mississippi River. These impacts, in the form of service disruptions leading to stalls and delays in traffic, result in increased transportation costs for grain, coal, petroleum products, and other bulk commodities. As stewards of inland navigation, the U.S. Army Corps of Engineers is addressing these reliability problems to ensure the lock and dam system continues satisfactory operations for current levels of traffic on the Upper Mississippi River.

The existing lock mechanical and electrical systems are original equipment installed in the 1930's. Most of the electrical components are not in compliance with the National Electric Code, and operation of the equipment is becoming a safety concern. Operation and maintenance costs will be increasing with a continued decrease in the reliability. The lock mechanical systems are the most critical components in keeping the lock operational. Loss of function of these systems could reduce the efficiency of the lock by 60 percent. Spare parts for these machinery systems are also becoming increasingly difficult to obtain. The miter gate anchorages are original components that have experienced fatigue failures at other lock sites. Failure of these anchorages could shut down the lock for an extended period. Failure of the culvert valves that control entry and exit of water for the lock could reduce the efficiency or in some cases shut down the lock for an extended period. Corrosion of the dam tainter gate chains cause them to become stiff and difficult to pass over the chain sprockets. Failure of these chains at other dam sites has resulted in uncontrolled flow through the gate opening. Changes in design and operating criteria require the placement of additional scour protection above and below the dam. The additional protection will provide more reliable service for various water control scenarios.

Additional rehabilitation work will be accomplished utilizing the Operation and Maintenance-Major Maintenance Program. These items include the miter gates, auxiliary miter gates, electrical distribution system, lock concrete, dam roller and tainter gates, dam roller chains, dam concrete, dam service bridge and lock bubbler systems. Lock tonnage figures for the last eleven years are as follows:

Year	Tonnage	Year	Tonnage	Year	Tonnage	Year	Tonnage
2001	17,340,441	1998	20,333,000	1995	19,268,000	1992	20,648,000
2000	20,756,882	1997	18,618,000	1994	16,128,000	1991	18,768,000
1999	22,505,000	1996	19,674,000	1993	13,186,000	1990	20,435,000

FISCAL YEAR 2003: The requested amount of \$1,313,000 will be applied as follows:

Continue:	
Stage II, Lock Rehabilitation	\$1,188,000
Supervision and Administration	125,000
Total	\$1,313,000

NON-FEDERAL COST: In accordance with the cost-sharing and financing concepts reflected in the Water Resources Development Act of 1986, 50 percent of the total cost of construction will be derived from the Inland Waterways Trust Fund.

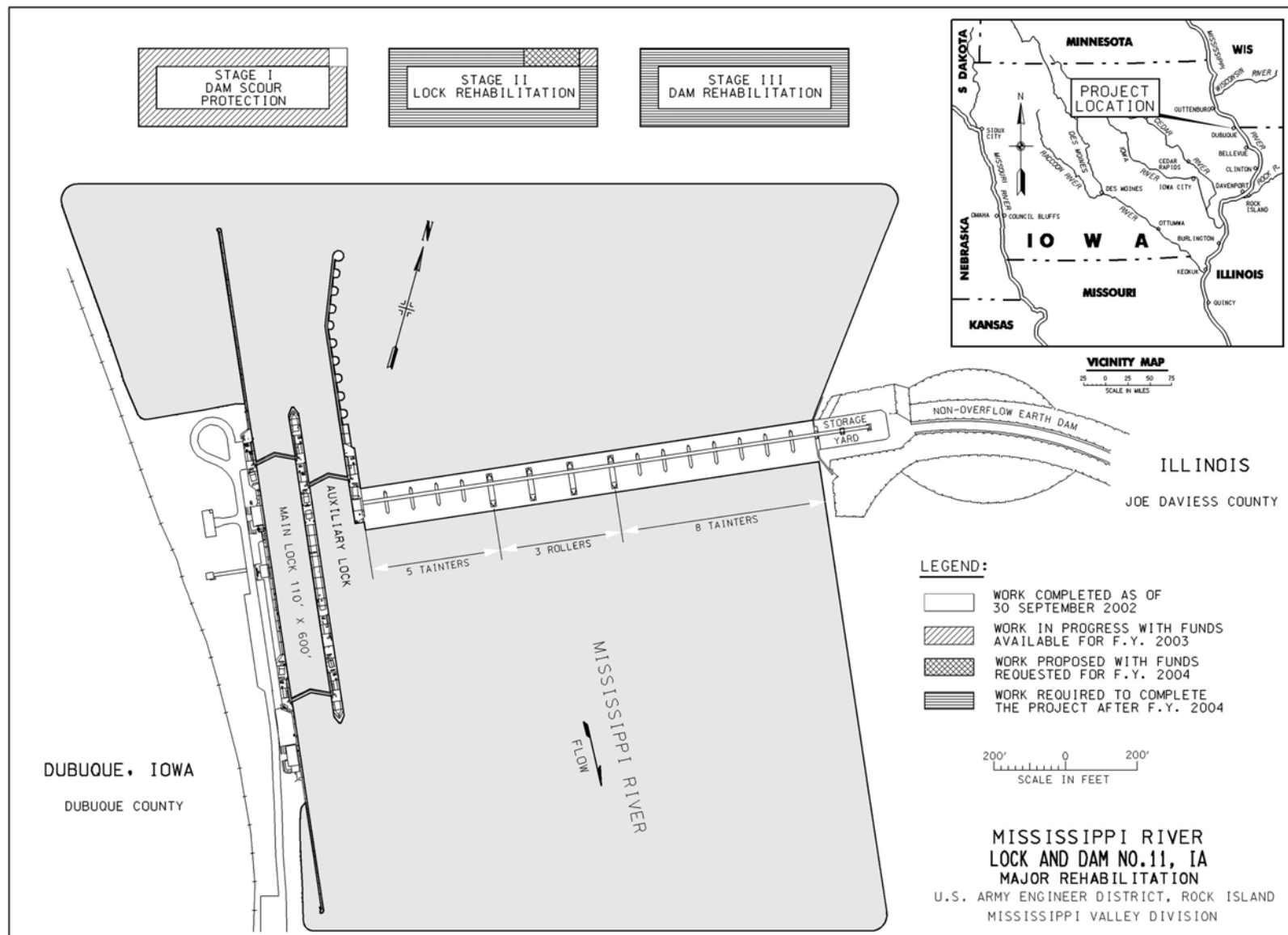
STATUS OF LOCAL COOPERATION: None required.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal cost estimate of \$25,000,000 is a decrease of \$1,200,000 from the latest estimate, \$26,200,000 presented to Congress (FY 2003). This change includes the following items:

Item	Amount
Price Level	\$ 724,000
Favorable bids received – Stage I Scour Protection contract award	-224,000
Price adjustment due to inflation	\$ -1,700,000
Total	\$ -1,200,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: An environmental assessment was distributed for public review in April 1996. A Finding of No Significant Impact was signed in August 1997.

OTHER INFORMATION: Operations and Maintenance, General, funds were allocated to initiate and complete the Rehabilitation Evaluation Report. Funds to initiate construction were appropriated in Fiscal Year 2002.



APPROPRIATION TITLE: Construction, General - Major Rehabilitation - Locks and Dams (Navigation)

PROJECT: Lock and Dam No. 3, Mississippi River, Minnesota (Major Rehabilitation) (Continuing)

LOCATION: Lock and Dam 3 is located on the Mississippi River 56 miles downstream of Minneapolis, Minnesota, and 6 miles upstream of Red Wing, Minnesota, in Goodhue County.

DESCRIPTION: Related problems of navigation safety and with the Wisconsin embankments at Lock and Dam 3 are being addressed in a reevaluation study. An outdraft current in the upper approach to the lock has caused many navigation accidents. A series of three low embankments help contain Pool 3 on the Wisconsin side of the dam. These embankments were not constructed to standard engineering design and are deteriorating. A navigation accident could result in loss of water control at the dam, overtopping of the Wisconsin embankments when there is head at the dam, failure of the embankment system, and accidental drawdown of Pool 3. An extended landward guidewall with channel modifications has emerged as a preferred navigation safety improvement. Reconstruction of the embankments will be conducted in two stages. The first stage was completed in August 1999, to rebuild the embankment and rock overflow section immediately adjacent to the gated part of the dam. The embankments alternative that appears most promising would be to reconstruct the spot dikes in the upper embankments, raise the embankment near the dam, construct two rock overflow spillways and rock revetment along the lower embankment.

AUTHORIZATION: River and Harbor Act of 1930, Water Resources Development Acts of 1986 and 1992.

REMAINING BENEFIT-REMAINING COST RATIO: Being reevaluated.

INITIAL BENEFIT-COST RATIO: Being reevaluated.

TOTAL BENEFIT-COST RATIO: Being reevaluated.

BASIS OF BENEFIT-COST RATIO: Being reevaluated.

SUMMARIZED FINANCIAL DATA		STATUS (1 Jan 2003)	PCT CMPL	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost	\$ 33,200,000	Entire Project	TBD	TBD
General Appropriations	\$ 16,600,000			
Inland Waterways Trust Fund	16,600,000			
Estimated Non-Federal Cost	0	PHYSICAL DATA		
Total Estimated Project Cost	\$ 33,200,000	Embankments - 6,900 ft Extended Guidewall - 962 ft Channel Modifications - 250,000 cy		

Mississippi Valley Division

St. Paul District

Lock and Dam 3, Mississippi River,
Minnesota (Major Rehabilitation)

3 February 2003

209

SUMMARIZED FINANCIAL DATA (Continued)	CONSTRUCTION, GENERAL APPROPRIATIONS	INLAND WATERWAYS TRUST FUND	ACCUM PCT OF EST FED COST
Allocations to 30 September 2002	\$ 1,676,000	\$ 1,676,000	
Conference Allowance for FY 2003	TBD	TBD	
Allocation for FY 2003	TBD	TBD	
Allocations through FY 2003	TBD	TBD	TBD
Allocation Requested for FY 2004	300,000	300,000	TBD
Programmed Balance to Complete after FY 2004	TBD	TBD	
Unprogrammed Balance to Complete after FY 2004	TBD	TBD	

JUSTIFICATION: Ten navigation accidents have occurred since 1963 when tow operators lost control due to the outdraft current and barges collided with the gated part of the dam. Other outdraft-related navigation accidents have also occurred. An extended landward guidewall and channel modifications would reduce the outdraft current and the potential for navigation accidents. Strengthening the Wisconsin embankments would reduce the risk of failure of the embankment system and an accidental drawdown of Pool 3 that would interrupt navigation, force a shutdown of two large power plants, and would have adverse environmental impacts. Failure of the embankments would allow the Mississippi River to flow around Lock and Dam 3 and would threaten the gated section of the dam. The combined project would improve navigation safety, reduce the risk of loss of life, injury, damage to vessels and Lock and Dam 3, and reduce the risk of an accidental drawdown of Pool 3. The economic benefits of avoided costs would be substantial, and are being quantified in a risk and benefit:cost model as part of the re-evaluation study.

FISCAL YEAR 2004: The requested total amount of \$600,000 will be applied as follows:

Planning, Engineering and Design	\$ 600,000
Total	\$ 600,000

NON-FEDERAL COST: In accordance with the cost-sharing and financing concepts reflected in the Water Resources Development Act of 1986, 50 percent of the cost of construction will be derived from the Inland Waterways Trust Fund.

STATUS OF LOCAL COOPERATION: None required.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal cost estimate of \$33,200,000 is an increase of \$13,200,000 over the latest estimate (\$20,000,000) presented to Congress (FY 2003). This change includes the following items:

Item	Amount
Price Escalation on Construction Features	\$ 860,000
Design Changes	12,340,000
Total	\$13,200,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: A Notice of Intent to prepare an Environmental Impact Statement (EIS) was published in the Federal Register in August 2000. An interagency study team has been formed and is actively participating in alternatives analysis and plan formulation. The scoping process is complete.

OTHER INFORMATION: Funds to initiate preconstruction engineering and design were appropriated in Fiscal Year 1993 under the Operations and Maintenance, General, Appropriation. Construction was initiated in Fiscal Year 1998. A small construction contract was completed for the embankments project in 1999. The remainder of the project was stopped when endangered mussel species were found. A separate project was formulated for navigation safety to correct for an outdraft current that tends to sweep down bound tows toward the gated dam. The recommended plan for the navigation safety project was a 1,230 foot long ported guard wall in the river upstream and between the lock and gated dam. Participating agencies and the towing industry believe the outdraft issue needs to be resolved to reduce barge accidents and the potential for a toxic spill. The agencies have also requested that the two projects be combined. Because solving the outdraft may reduce the risk of embankment failure, combining the projects may lead to a less conservative embankment plan which could reduce environmental impacts and lower the cost of the embankments portion of the project. The project is being reevaluated to include the navigation safety component in addition to the embankments component. A draft reevaluation report is scheduled for completion in July 2003.

MISSISSIPPI VALLEY DIVISION
JUSTIFICATION OF ESTIMATE

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2004

1. Navigation

a. Channels and Harbors

The budget estimate of \$144,660,000 provides for essential operation and maintenance on 29 channel projects named in the list which follows. The work to be accomplished under this activity consists of operating and maintaining the coastal navigation channels, harbors and anchorages by means of dredging, constructing bulkheads and spoil disposal areas, snagging, and repairing channel stabilization works, navigation structures, and harbor jetties, all as authorized in the laws pertaining to river and harbor projects.

<u>STATE</u>	<u>ESTIMATED OBLIGATIONS</u>		<u>Reason for Change and Major Maintenance Items</u>
	<u>FY 2003 (\$)</u>	<u>FY 2004 (\$)</u>	
<u>Project Name</u>	Total (Operations) (Maintenance)	Total (Operations) (Maintenance)	1. Reasons for Change in Operations from FY 2003 and FY 2004 (10%+/-_). 2. Major Maintenance Items Budgeted in FY 2004 (Threshold \$500,000)
<u>Arkansas</u>			
Helena Harbor	23,000 (23,000) (0)	25,000 (25,000) (0)	1. Variation in survey requirements. 2. None.
Osceola Harbor	21,000 (21,000) (0)	25,000 (25,000) (0)	1. None. 2. None.
White River	195,000 (195,000) (0)	200,000 (200,000) (0)	1. None. 2. None.
Yellow Bend Port	10,000 (10,000) (0)	15,000 (15,000) (0)	1. Variation in survey requirements. 2. None.
<u>Kentucky</u>			
Elvis Stahr Harbor	19,000 (19,000) (0)	25,000 (25,000) (0)	1. Variation in survey requirements. 2. None.

MISSISSIPPI VALLEY DIVISION
JUSTIFICATION OF ESTIMATE

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2004

1. Navigation (Cont'd)

<u>STATE</u> <u>Project Name</u>	<u>ESTIMATED OBLIGATIONS</u>		<u>Reason for Change and Major Maintenance Items</u>
	<u>FY 2003 (\$)</u> Total (Operations) (Maintenance)	<u>FY 2004 (\$)</u> Total (Operations) (Maintenance)	1. Reasons for Change in Operations from FY 2003 and FY 2004 (10%+/- _). 2. Major Maintenance Items Budgeted in FY 2004 (Threshold \$500,000)
<u>Louisiana</u>			
Atchafalaya River, Bayous Chene, Boeuf and Black	14,681,000 (931,000) (13,750,000)	19,367,000 (947,000) (18,420,000)	1. None. 2. Dredging.
Barataria Bay	0 (0) (0)	286,000 (286,000) (0)	1. Variation in survey requirements. 2. None
Bayou LaFourche And LaFourche Jump Waterway	1,085,000 (0) (1,085,000)	133,000 (118,000) (15,000)	1. Variation in operation requirements. 2. None.
Bayou Segnette	0 (0) (0)	165,000 (165,000) (0)	1. Variation in operation requirements. 2. None.
Calcasieu River	15,852,000 (932,000) (14,920,000)	12,064,000 (940,000) (11,124,000)	1. None. 2. Dredging.
Freshwater Bayou	1,443,000 (1,188,000) (255,000)	1,558,000 (1,303,000) (255,000)	1. Variation in operation requirements. 2. None.
Gulf Intracoastal Waterway	19,129,000 (8,930,000) (10,199,000)	19,418,000 (9,216,000) (10,202,000)	1. None. 2. None.

MISSISSIPPI VALLEY DIVISION
JUSTIFICATION OF ESTIMATE

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2004

1. Navigation (Cont'd)

<u>STATE</u>	<u>ESTIMATED OBLIGATIONS</u>		<u>Reason for Change and Major Maintenance Items</u>
	<u>FY 2003 (\$)</u>	<u>FY 2004 (\$)</u>	1. Reasons for Change in Operations from FY 2003 and FY 2004 (10%+/- _).
<u>Project Name</u>	Total (Operations) (Maintenance)	Total (Operations) (Maintenance)	2. Major Maintenance Items Budgeted in FY 2004 (Threshold \$500,000)
Houma Navigation Canal	3,223,000 (172,000) (3,051,000)	1,242,000 (197,000) (1,045,000)	1. Variation in survey requirements. 2. Dredging.
Lake Providence	20,000 (20,000) (0)	32,000 (32,000) (0)	1. Variation in survey requirements. 2. Dredging.
Madison Parish Port	5,000 (5,000) (0)	13,000 (13,000) (0)	1. Variation in survey requirements. 2. None.
Mississippi River Baton Rouge to Gulf of Mexico	57,482,000 (7,351,000) (50,131,000)	56,206,000 (7,416,000) (48,790,000)	1. None. 2. Dredging.
Mississippi River - Gulf Outlet	13,061,000 (521,000) (12,540,000)	13,485,000 (851,000) (12,634,000)	1. Variation in operation requirements. 2. None.
Mississippi River Outlets at Venice	80,000 (80,000) (0)	1,841,000 (213,000) (1,628,000)	1. Variation in operation activities. 2. Dredging.

MISSISSIPPI VALLEY DIVISION
JUSTIFICATION OF ESTIMATE

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2004

1. Navigation (Cont'd)

<u>STATE</u>	<u>ESTIMATED OBLIGATIONS</u>		<u>Reason for Change and Major Maintenance Items</u>
	<u>FY 2003 (\$)</u>	<u>FY 2004 (\$)</u>	1. Reasons for Change in Operations from FY 2003 and FY 2004 (10%+/- _).
<u>Project Name</u>	Total (Operations) (Maintenance)	Total (Operations) (Maintenance)	2. Major Maintenance Items Budgeted in FY 2004 (Threshold \$500,000)
Waterway Empire to Gulf of Mexico	0 (0) (0)	7,000 (7,000) (0)	1. Variation in survey requirements. 2. None.
Waterway to Bayou Dulac	0 (0) (0)	37,000 (37,000) (0)	1. Variation in survey requirements. 2. None.
<u>Minnesota</u>			
Minnesota River	130,000 (0) (130,000)	175,000 (25,000) (150,000)	1. Variation in operations activities channel surveys. 2. None.
<u>Mississippi</u>			
Claiborne County Port	8,000 (8,000) (0)	8,000 (8,000) (0)	1. None. 2. None.
Mouth of Yazoo River	25,000 (25,000) (0)	26,000 (26,000) (0)	1. None. 2. None.
Rosedale Harbor	15,000 (15,000) (0)	21,000 (21,000) (0)	1. Variation in survey requirements. 2. None.

MISSISSIPPI VALLEY DIVISION
JUSTIFICATION OF ESTIMATE

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2004

1. Navigation (Cont'd)

<u>STATE</u>	<u>ESTIMATED OBLIGATIONS</u>		<u>Reason for Change and Major Maintenance Items</u>
	<u>FY 2003 (\$)</u>	<u>FY 2004 (\$)</u>	1. Reasons for Change in Operations from FY 2003 and FY 2004 (10%+/-_).
<u>Project Name</u>	Total (Operations) (Maintenance)	Total (Operations) (Maintenance)	2. Major Maintenance Items Budgeted in FY 2004 (Threshold \$500,000)
Yazoo River, MS	15,000 (15,000) (0)	115,000 (15,000) (100,000)	1. None. 2. Dredging.
<u>Missouri</u>			
Caruthersville Harbor	21,000 (21,000) (0)	30,000 (30,000) (0)	1. Variation in survey requirements. 2. None.
Mississippi River Between Ohio & Missouri Rivers	13,878,000 (3,798,000) (10,080,000)	18,099,000 (4,171,000) (13,928,000)	1. Variation in dredge surveys and labor costs. 2. Dredging, dike construction and bulkhead construction.
New Madrid Harbor	16,000 (16,000) (0)	22,000 (22,000) (0)	1. Variation in survey requirements. 2. None.
<u>Tennessee</u>			
Wolf River Harbor	19,000 (19,000) (0)	20,000 (20,000) (0)	1. None. 2. None.

MISSISSIPPI VALLEY DIVISION
JUSTIFICATION OF ESTIMATE

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2004

1. Navigation (Cont'd)

<u>STATE</u>	<u>ESTIMATED OBLIGATIONS</u>		<u>Reason for Change and Major Maintenance Items</u>
	<u>FY 2003 (\$)</u>	<u>FY 2004 (\$)</u>	1. Reasons for Change in Operations from FY 2003 and FY 2004 (10%+/- _).
<u>Project Name</u>	Total (Operations) (Maintenance)	Total (Operations) (Maintenance)	2. Major Maintenance Items Budgeted in FY 2004 (Threshold \$500,000)
TOTAL - Channels and Harbors	140,456,000 (24,315,000) (116,141,000)	144,660,000 (26,369,000) (118,291,000)	

MISSISSIPPI VALLEY DIVISION
JUSTIFICATION OF ESTIMATE

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2004

1. Navigation (Cont'd)

b. Locks and Dams

The program request of \$156,669,000 provides for the Operation and Maintenance requirements of thirteen canalized waterways including the Illinois Waterway and Mississippi River projects. Requirements include: operation and ordinary maintenance of project facilities; labor, supplies, materials and parts for day-to-day functioning, and periodic maintenance, repairs, and replacements.

<u>STATE</u>	<u>ESTIMATED OBLIGATIONS</u>		<u>Reason for Change and Major Maintenance Items</u>
	<u>FY 2003 (\$)</u>	<u>FY 2004 (\$)</u>	
<u>Project Name</u>	Total (Operations) (Maintenance)	Total (Operations) (Maintenance)	1. Reasons for Change in Operations from FY 2003 and FY 2004 (10%+/-_). 2. Major Maintenance Items Budgeted in FY 2004 (Threshold \$500,000)
<u>Arkansas</u>			
Ouachita and Black Rivers, AR and LA	6,491,000 (6,408,000) (83,000)	10,221,000 (6,826,000) (3,395,000)	1. None. 2. Fabricate lock bulkheads.
<u>Illinois</u>			
St. Louis District Illinois Waterway	1,683,000 (414,000) (1,269,000)	1,889,000 (425,000) (1,464,000)	1. None. 2. Dredging.
Rock Island District Illinois Waterway	25,154,000 (13,986,000) (11,168,000)	25,726,000 (14,355,000) (11,371,000)	1. None. 2. Dredging.
Kaskaskia River	1,386,000 (1,136,000) (250,000)	1,688,000 (1,547,000) (141,000)	1. Increase in operational costs. 2. None.

MISSISSIPPI VALLEY DIVISION
JUSTIFICATION OF ESTIMATE

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2004

1. Navigation (Cont'd)

<u>STATE</u>	<u>ESTIMATED OBLIGATIONS</u>		<u>Reason for Change and Major Maintenance Items</u>
	<u>FY 2003 (\$)</u>	<u>FY 2004 (\$)</u>	1. Reasons for Change in Operations from FY 2003 and FY 2004 (10%+/- _).
<u>Project Name</u>	Total (Operations) (Maintenance)	Total (Operations) (Maintenance)	2. Major Maintenance Items Budgeted in FY 2004 (Threshold \$500,000)
<u>Illinois, Iowa, Minnesota, Missouri and Wisconsin</u>			
St. Louis District			
Mississippi River between	15,443,000	17,374,000	
Missouri River &	(5,677,000)	(6,585,000)	1. Variation in operation costs.
Minneapolis	(9,766,000)	(10,789,000)	2. Dredging, construct dike and revetment, accident repairs and design deficiency report.
Rock Island District			
Mississippi River between	41,820,000	44,429,000	
Missouri River &	(22,758,000)	(24,376,000)	1. Increase in facility security.
Minneapolis	(19,062,000)	(20,053,000)	2. Dredging, additional maintenance requirement L/D 12.
St. Paul District			
Mississippi River between	45,405,000	36,056,000	
Missouri River &	(19,809,000)	(20,717,000)	1. None.
Minneapolis	(25,596,000)	(15,339,000)	2. Includes Major Rehabilitation at Locks and Dams 3, 5A-9 for \$1,243,000 (See justification following this table); L/D 9 Lockwork, Stage 2, Building, Site and Control; L/D 2 Guidewall Rehabilitation and gates; L/D 6, Fixed Crest Spillway Repair.

MISSISSIPPI VALLEY DIVISION
JUSTIFICATION OF ESTIMATE

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2004

1. Navigation (Cont'd)

<u>STATE</u>	<u>ESTIMATED OBLIGATIONS</u>		<u>Reason for Change and Major Maintenance Items</u>
	<u>FY 2003 (\$)</u>	<u>FY 2004 (\$)</u>	1. Reasons for Change in Operations from FY 2003 and FY 2004 (10%+/- _).
<u>Project Name</u>	Total (Operations) (Maintenance)	Total (Operations) (Maintenance)	2. Major Maintenance Items Budgeted in FY 2004 (Threshold \$500,000)
<u>Louisiana</u>			
Bayou Teche	0 (0) (0)	48,000 (48,000) (0)	1. Variation in operation activities. 2. None.
Bayou Teche and Vermilion River	0 (0) (0)	35,000 (35,000) (0)	1. Variation in operation requirements. 2. None.
Mermentau River	1,280,000 (1,080,000) (200,000)	2,651,000 (901,000) (1,750,000)	1. Variation in water management activities. 2. Variation in structural maintenance requirements.
Red River Waterway, Mississippi River to Shreveport, LA	7,297,000 (7,229,000) (68,000)	12,013,000 (8,263,000) (3,750,000)	1. Variation in operations activities. 2. Repairs to stoplogs Lock 2.
<u>Minnesota</u>			
Reservoirs at Headwaters Mississippi River	4,513,000 (3,270,000) (1,243,000)	4,196,000 (3,155,000) (1,041,000)	1. None. 2. None.
<u>Mississippi</u>			
Pearl River, MS and LA	288,000 (288,000) (0)	343,000 (343,000) (0)	1. Variation in operations activities. 2. None.

MISSISSIPPI VALLEY DIVISION
JUSTIFICATION OF ESTIMATE

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2004

1. Navigation (Cont'd)

<u>STATE</u>	<u>ESTIMATED OBLIGATIONS</u>		<u>Reason for Change and Major Maintenance Items</u>
	<u>FY 2003 (\$)</u>	<u>FY 2004 (\$)</u>	1. Reasons for Change in Operations from FY 2003 and FY 2004 (10%+/-_).
<u>Project Name</u>	Total (Operations) (Maintenance)	Total (Operations) (Maintenance)	2. Major Maintenance Items Budgeted in FY 2004 (Threshold \$500,000)
TOTAL - Locks and Dams	150,760,000 (82,055,000) (68,705,000)	156,669,000 (87,576,000) (69,093,000)	
TOTAL - Navigation	291,216,000 (106,370,000) (184,846,000)	301,329,000 (113,945,000) (187,384,000)	

MISSISSIPPI VALLEY DIVISION
JUSTIFICATION OF ESTIMATE

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2004

2. Flood Control

a. Reservoirs

The program request of \$37,752,000 for the Operation and Maintenance of twenty-five flood control reservoir projects providing the amount necessary for operation requirements. Annual requirements are for the necessary operation and ordinary maintenance of project facilities; labor, supplies, materials and parts required for day-to-day functioning of the projects; and contact law enforcement. The requested amount also applications of special recreation user fees for recreation areas.

<u>STATE</u>	<u>ESTIMATED OBLIGATIONS</u>		<u>Reason for Change and Major Maintenance Items</u>
	<u>FY 2003 (\$)</u>	<u>FY 2004 (\$)</u>	
<u>Project Name</u>	Total (Operations) (Maintenance)	Total (Operations) (Maintenance)	1. Reasons for Change in Operations from FY 2003 and FY 2004 (10%+/-_). 2. Major Maintenance Items Budgeted in FY 2004 (Threshold \$500,000)
<u>Illinois</u>			
Carlyle Lake	4,856,000 (2,889,000) (1,967,000)	4,410,000 (2,843,000) (1,567,000)	1. None. 2. Variation in recreation maintenance.
Farm Creek	204,000 (48,000) (156,000)	213,000 (14,000) (199,000)	1. Variation in periodic inspections. 2. None.
Lake Shelbyville	5,073,000 (2,933,000) (2,140,000)	5,495,000 (2,994,000) (2,501,000)	1. None. 2. Variation in recreation maintenance, sewer.
Rend Lake	4,520,000 (2,331,000) (2,189,000)	4,818,000 (2,345,000) (2,473,000)	1. None. 2. None.
Union Lake	10,000 (10,000) (0)	10,000 (10,000) (0)	1. None. 2. None.

MISSISSIPPI VALLEY DIVISION
JUSTIFICATION OF ESTIMATE

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2004

2. Flood Control (Cont'd)

<u>STATE</u>	<u>ESTIMATED OBLIGATIONS</u>		<u>Reason for Change and Major Maintenance Items</u>
	<u>FY 2003 (\$)</u>	<u>FY 2004 (\$)</u>	1. Reasons for Change in Operations from FY 2003 and FY 2004 (10%+/-_).
<u>Project Name</u>	Total (Operations) (Maintenance)	Total (Operations) (Maintenance)	2. Major Maintenance Items Budgeted in FY 2004 (Threshold \$500,000)
<u>Iowa</u>			
Coralville Lake	(3,097,000) (2,194,000) (903,000)	(3,037,000) (2,373,000) (664,000)	1. None. 2. None.
Red Rock Dam - Lake Red Rock	3,609,000 (2,234,000) (1,375,000)	3,663,000 (2,413,000) (1,250,000)	1. None. 2. None.
Saylorville Lake	4,088,000 (3,322,000) (766,000)	4,223,000 (3,295,000) (928,000)	1. None. 2. None.
<u>Louisiana</u>			
Bayou Bodcau Reservoir	794,000 (725,000) (69,000)	864,000 (784,000) (80,000)	1. None. 2. None.
Caddo Lake	166,000 (166,000) (0)	183,000 (183,000) (0)	1. Variation in operational activities. 2. None.
Wallace Lake	180,000 (178,000) (2,000)	312,000 (233,000) (79,000)	1. Variation in operational activities. 2. None.

MISSISSIPPI VALLEY DIVISION
JUSTIFICATION OF ESTIMATE

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2004

2. Flood Control (Cont'd)

<u>STATE</u>	<u>ESTIMATED OBLIGATIONS</u>		<u>Reason for Change and Major Maintenance Items</u>
	<u>FY 2003 (\$)</u>	<u>FY 2004 (\$)</u>	1. Reasons for Change in Operations from FY 2003 and FY 2004 (10%+/- _).
<u>Project Name</u>	Total (Operations) (Maintenance)	Total (Operations) (Maintenance)	2. Major Maintenance Items Budgeted in FY 2004 (Threshold \$500,000)
<u>Minnesota</u>			
Big Stone Lake - Whetstone River	274,000 (274,000) (0)	255,000 (255,000) (0)	1. Variation in operational activities. 2. None.
Lac Qui Parle Lake	1,031,000 (632,000) (399,000)	568,000 (508,000) (60,000)	1. Variation in periodic inspections. 2. None.
Lake Traverse, MN & SD	504,000 (504,000) (0)	907,000 (526,000) (381,000)	1. Variation in operational activities. 2. None.
Orwell Lake	481,000 (351,000) (130,000)	1,045,000 (331,000) (714,000)	1. None. 2. None.
Red Lake Reservoir	126,000 (126,000) 0	99,000 (99,000) 0	1. Variation in operational activities. 2. None.
<u>Mississippi</u>			
Arkabutla Lake	0 (0) (0)	685,000 (103,000) (582,000)	1. Increased project security requirements. 2. Increased project security requirements.

MISSISSIPPI VALLEY DIVISION
JUSTIFICATION OF ESTIMATE

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2004

2. Flood Control (Cont'd)

<u>STATE</u>	<u>ESTIMATED OBLIGATIONS</u>		<u>Reason for Change and Major Maintenance Items</u>
	<u>FY 2003 (\$)</u>	<u>FY 2004 (\$)</u>	1. Reasons for Change in Operations from FY 2003 and FY 2004 (10%+/- _).
<u>Project Name</u>	Total (Operations) (Maintenance)	Total (Operations) (Maintenance)	2. Major Maintenance Items Budgeted in FY 2004 (Threshold \$500,000)
Enid Lake	0 (0) (0)	682,000 (103,000) (579,000)	1. Increased project security requirements. 2. Increased project security requirements.
Grenada Lake	0 (0) (0)	700,000 (103,000) (597,000)	1. Increased project security requirements. 2. Increased project security requirements.
Sardis Lake	0 (0) (0)	545,000 (103,000) (442,000)	1. Increased project security requirements. 2. Increased project security requirements.
<u>Missouri</u>			
Wappapello Lake	0 (0) (0)	234,000 (0) 234,000	1. None. 2. Increased project security requirements.
<u>North Dakota</u>			
Lake Ashtabula - Baldhill Dam	1,354,000 (1,257,000) (97,000)	1,944,000 (1,219,000) (725,000)	1. None. 2. None.
Homme Lake	281,000 (175,000) (106,000)	921,000 (180,000) (741,000)	1. None. 2. None.

MISSISSIPPI VALLEY DIVISION
JUSTIFICATION OF ESTIMATE

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2004

2. Flood Control (Cont'd)

<u>STATE</u>	<u>ESTIMATED OBLIGATIONS</u>		<u>Reason for Change and Major Maintenance Items</u>
	<u>FY 2003 (\$)</u>	<u>FY 2004 (\$)</u>	1. Reasons for Change in Operations from FY 2003 and FY 2004 (10%+/- _).
<u>Project Name</u>	Total (Operations) (Maintenance)	Total (Operations) (Maintenance)	2. Major Maintenance Items Budgeted in FY 2004 (Threshold \$500,000)
Souris River	370,000 (320,000) (50,000)	340,000 (282,000) (58,000)	1. Variation in operations cost. 2. None.
<u>Wisconsin</u>			
Eau Galle River Lake	820,000 (820,000) (0)	1,599,000 (695,000) (904,000)	1. Variation in operations cost. 2. None.

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2004

2. Flood Control (Cont'd)

<u>STATE</u>	<u>ESTIMATED OBLIGATIONS</u>		<u>Reason for Change and Major Maintenance Items</u>
	<u>FY 2003 (\$)</u>	<u>FY 2004 (\$)</u>	1. Reasons for Change in Operations from FY 2003 and FY 2004 (10%+/-_).
<u>Project Name</u>	Total (Operations) (Maintenance)	Total (Operations) (Maintenance)	2. Major Maintenance Items Budgeted in FY 2004 (Threshold \$500,000)
TOTAL - Reservoirs	31,838,000 (21,489,000) (10,349,000)	37,752,000 (21,994,000) (15,758,000)	

MISSISSIPPI VALLEY DIVISION
JUSTIFICATION OF ESTIMATE

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2004

2. Flood Control (Cont'd)

b. Channel Improvements, Inspections and Miscellaneous Maintenance

The budget estimate of \$1,996,000 provides for inspection of completed works during the budget year. All work is programmed.

<u>STATE</u>	<u>ESTIMATED OBLIGATIONS</u>		<u>Reason for Change and Major Maintenance Items</u>
	<u>FY 2003 (\$)</u>	<u>FY 2004 (\$)</u>	
<u>Project Name</u>	Total (Operations) (Maintenance)	Total (Operations) (Maintenance)	1. Reasons for Change in Operations from FY 2003 and FY 2004 (10%+/-_). 2. Major Maintenance Items Budgeted in FY 2004 (Threshold \$500,000)
<u>Louisiana</u>			
Bayou Pierre	40,000 (0) (40,000)	31,000 (0) (31,000)	1. None. 2. None.
Inspection of Completed	1,891,000	1,965,000	
Arkansas	(148,000)	(74,000)	1. Variation in inspection requirements.
Illinois	(508,000)	(398,000)	
Iowa	(92,000)	(100,000)	
Kentucky	(14,000)	(14,000)	
Louisiana	(541,000)	(797,000)	
Minnesota	(99,000)	(92,000)	
Missouri	(154,000)	(278,000)	
Mississippi	(125,000)	(7,000)	
North Dakota	(68,000)	(62,000)	
Tennessee	(122,000)	(127,000)	
Wisconsin	(20,000)	(16,000)	

MISSISSIPPI VALLEY DIVISION
JUSTIFICATION OF ESTIMATE

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2004

2. Flood Control (Cont'd)

<u>STATE</u>	<u>ESTIMATED OBLIGATIONS</u>		<u>Reason for Change and Major Maintenance Items</u>
	<u>FY 2003 (\$)</u>	<u>FY 2004 (\$)</u>	1. Reasons for Change in Operations from FY 2003 and FY 2004 (10%+/- _).
<u>Project Name</u>	Total (Operations) (Maintenance)	Total (Operations) (Maintenance)	2. Major Maintenance Items Budgeted in FY 2004 (Threshold \$500,000)
TOTAL - Channel Improvements	1,931,000	1,996,000	
Inspection and Misc	(1,891,000)	(1,965,000)	
Maintenance	(40,000)	(31,000)	
TOTAL - Flood Control	33,769,000	39,748,000	
	(23,380,000)	(23,959,000)	
	(10,389,000)	(15,789,000)	

MISSISSIPPI VALLEY DIVISION
JUSTIFICATION OF ESTIMATE

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2004

3. Multiple Purpose Power Projects

The program request of \$25,228,000 for the operation and maintenance of four multiple purpose projects provides the amount necessary for operation requirements. Annual requirements are for the necessary operation and ordinary maintenance of project facilities, labor, supplies, materials and parts required for day-to-day functioning of the project; and contract law enforcement. The requested amount also includes application of Special Recreation Use Fees for recreation areas.

STATE	ESTIMATED OBLIGATIONS		Reason for Change and Major Maintenance Items
	FY 2003 (\$)	FY 2004 (\$)	1. Reasons for Change in Operations from FY 2003 and FY 2004 (10%+/-_).
Project Name	Total (Operations) (Maintenance)	Total (Operations) (Maintenance)	2. Major Maintenance Items Budgeted in FY 2004 (Threshold \$500,000)
<u>Arkansas</u>			
Blakely Mt. Dam	9,444,000	(6,126,000)	1. None. 2. Variation in Hydropower maintenance.
Lake Ouachita	(5,380,000)	(5,191,000)	
	(4,064,000)	(935,000)	
Degray Lake	4,620,000	7,103,000	1. Variation in operation cost. 2. Variation in Hydropower maintenance.
	(3,758,000)	(4,601,000)	
	(862,000)	(2,502,000)	
Narrow Dam - Lake Greeson	7,440,000	5,559,000	1. None. 2. Variation in Hydropower maintenance.
	(3,922,000)	(4,071,000)	
	(3,518,000)	(1,488,000)	
<u>Missouri</u>			
Clarence Cannon and Reservoir	5,959,000	6,440,000	1. None. 2. Variation in recreation maintenance.
	(3,642,000)	(3,524,000)	
	(2,317,000)	(2,916,000)	
TOTAL - Multiple Purpose	27,463,000	25,228,000	
	(16,702,000)	(17,387,000)	
	(10,761,000)	(7,841,000)	

MISSISSIPPI VALLEY DIVISION
JUSTIFICATION OF ESTIMATE

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2004

4. Protection of Navigation

The protection of navigation budget estimate of \$2,200,000 provides for accomplishing the work necessary for the eradication of aquatic plant, project condition surveys and surveillance of northern boundary waters.

<u>STATE</u>	<u>ESTIMATED OBLIGATIONS</u>		<u>Reason for Change and Major Maintenance Items</u>
	<u>FY 2003 (\$)</u>	<u>FY 2004 (\$)</u>	1. Reasons for Change in Operations from FY 2003 and FY 2004 (10%+/-_).
<u>Project Name</u>	Total (Operations) (Maintenance)	Total (Operations) (Maintenance)	2. Major Maintenance Items Budgeted in FY 2004 (Threshold \$500,000)
Aquatic Growth	2,000,000	2,000,000	
Louisiana	(0)	(0)	1. None.
	(2,000,000)	(2,000,000)	2. None.
Project Condition	(134,000)	(134,000)	1. None.
Surveys	(0)	(0)	2. None.
Arkansas	(6,000)	(6,000)	
	(0)	(0)	
Kentucky	(6,000)	(6,000)	
	(0)	(0)	
Louisiana	(80,000)	(80,000)	
	(0)	(0)	
Minnesota	(38,000)	(15,000)	
	(0)	(0)	
Mississippi	(5,000)	(5,000)	
	(0)	(0)	
Missouri	(6,000)	(6,000)	
	(0)	(0)	
Tennessee	(6,000)	(6,000)	
	(0)	(0)	
Wisconsin	(12,000)	(10,000)	
	(0)	(0)	

MISSISSIPPI VALLEY DIVISION
JUSTIFICATION OF ESTIMATE

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2004

4. Protection of Navigation

<u>STATE</u>	<u>ESTIMATED OBLIGATIONS</u>		<u>Reason for Change and Major Maintenance Items</u>
	<u>FY 2003 (\$)</u>	<u>FY 2004 (\$)</u>	1. Reasons for Change in Operations from FY 2003 and FY 2004 (10%+/- _).
<u>Project Name</u>	Total (Operations) (Maintenance)	Total (Operations) (Maintenance)	2. Major Maintenance Items Budgeted in FY 2004 (Threshold \$500,000)
Surveillance of Northern Boundary Waters Minnesota	68,000 (68,000) (0)	57,000 (57,000) (0)	1. Increase due to implement International Watershed Board strategy. 2. None.
North Dakota	0 (0) (0)	29,000 (29,000) (0)	1. Increase due to implement International Watershed Board strategy. 2. None.

MISSISSIPPI VALLEY DIVISION
JUSTIFICATION OF ESTIMATE

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2004

4. Protection of Navigation (Cont'd)

<u>STATE</u>	<u>ESTIMATED OBLIGATIONS</u>		<u>Reason for Change and Major Maintenance Items</u>
	<u>FY 2003 (\$)</u>	<u>FY 2004 (\$)</u>	1. Reasons for Change in Operations from FY 2003 and FY 2004 (10%+/- _).
<u>Project Name</u>	Total (Operations) (Maintenance)	Total (Operations) (Maintenance)	2. Major Maintenance Items Budgeted in FY 2004 (Threshold \$500,000)
TOTAL - Protection of Navigation	2,227,000 (227,000) (2,000,000)	2,220,000 (220,000) (2,000,000)	

MISSISSIPPI VALLEY DIVISION
JUSTIFICATION OF ESTIMATE

APPROPRIATION TITLE: Operation and Maintenance, General, FY 2004

4. Protection of Navigation (Cont'd)

<u>STATE</u>	<u>ESTIMATED OBLIGATIONS</u>		<u>Reason for Change and Major Maintenance Items</u>
	<u>FY 2003 (\$)</u>	<u>FY 2004 (\$)</u>	1. Reasons for Change in Operations from FY 2003 and FY 2004 (10%+/- _).
<u>Project Name</u>	Total (Operations) (Maintenance)	Total (Operations) (Maintenance)	2. Major Maintenance Items Budgeted in FY 2004 (Threshold \$500,000)
GRAND TOTAL -	354,675,000	368,525,000	
MISSISSIPPI	146,679,000	(155,511,000)	
VALLEY DIVISION	207,996,000	(213,014,000)	

APPROPRIATION TITLE: Operation and Maintenance, General - Major Rehabilitation - Locks and Dams (Navigation)

PROJECT: Mississippi River between Missouri River and Minneapolis, Minnesota, Locks and Dams Nos. 3, 5A, 6, 7, 8, and 9, Minnesota, Wisconsin and Iowa (Major Rehab)(Continuing)

LOCATION: Locks and Dams 3 and 5A-9 are located on the Mississippi River between river miles 797 and 648 approximately between Red Wing, Minnesota and Prairie du Chien, Wisconsin. Counties located along the river in this area are Dakota, Washington, Wabasha, Winona and Houston in Minnesota; Trempealeau, Buffalo, Pierce, La Crosse, Vernon, Crawford and Grant in Wisconsin and Allamakee and Clayton in Iowa.

DESCRIPTION: The original structures were placed in operation between 1936 and 1938. Each lock and dam consists of a lock (standard dimensions of 600 ft. long by 110 ft. wide), an uncompleted auxiliary lock, a dam consisting of movable gates to control river elevation, an earth embankment and an ungated overflow spillway. Work items under the major rehabilitation program are the replacement and/or refurbishing of the mechanical and electrical systems. This includes the machinery and control systems that operate the lock gates, the valves that control the level of water in the lock, and the movable gates of the dam. All work is programmed.

AUTHORIZATION: River and Harbor Act of 1930.

REMAINING BENEFIT-REMAINING COST RATIO: The remaining benefit-remaining cost ratio is not applicable because monetary benefits have not been quantified.

TOTAL BENEFIT-COST RATIO: The total benefit-cost ratio is not applicable because monetary benefits have not been quantified.

INITIAL BENEFIT-COST RATIO: The initial benefit-cost ratio is not applicable because monetary benefits have not been quantified.

BASIS OF BENEFIT-COST RATIO: The basis for the benefit-cost ratio is not applicable because monetary benefits have not been quantified.

SUMMARIZED FINANCIAL DATA		ACCUM PCT OF EST FED COST	STATUS (1 Jan 2003)	PCT CMPL	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost	\$58,000,000		Entire Project	TBD	TBD
Estimated Non-Federal Cost	0				
Total Estimated Project Cost	\$58,000,000				
PHYSICAL DATA					
Allocations to 30 September 2002	53,562,000				
Conference Amount for FY 2003	TBD		DAMS:		
Allocation for FY 2003	TBD		Replace electrical systems		6 each
Allocations through FY 2003	TBD	89	Replace/refurbish gate chains		29 each
			LOCKS:		
Allocation Requested for FY 2004	\$ 1,248,000	93	Replace miter gate machinery		24 each
Programmed Balance to Complete after FY 2004	TBD		Replace tainter valve machinery		24 each
Unprogrammed Balance to Complete after FY 2004	TBD		Replace electrical systems		6 each

JUSTIFICATION: The mechanical and electrical systems of the locks and dams have reached or exceeded their useful life of 50 years. Many of the mechanical components are custom made and a malfunction of any of the parts could shut down a lock for extended periods of time while replacement parts are being manufactured. A major failure of the mechanical system could close operation of the lock for 2 to 3 months. Frequent minor breakdowns which will close the lock for 2 to 3 days at a time are anticipated. Annual navigation benefits total \$9,372,615.

FISCAL YEAR 2004: The requested amount of \$1,248,000 will be applied as follows:

Continue:	
Lock System Work	\$ 1,023,000
Planning, Engineering and Design	75,000
Supervision and Administration	150,000
Total	\$ 1,248,000

NON-FEDERAL COST: Not applicable.

STATUS OF LOCAL COOPERATION: Not applicable.

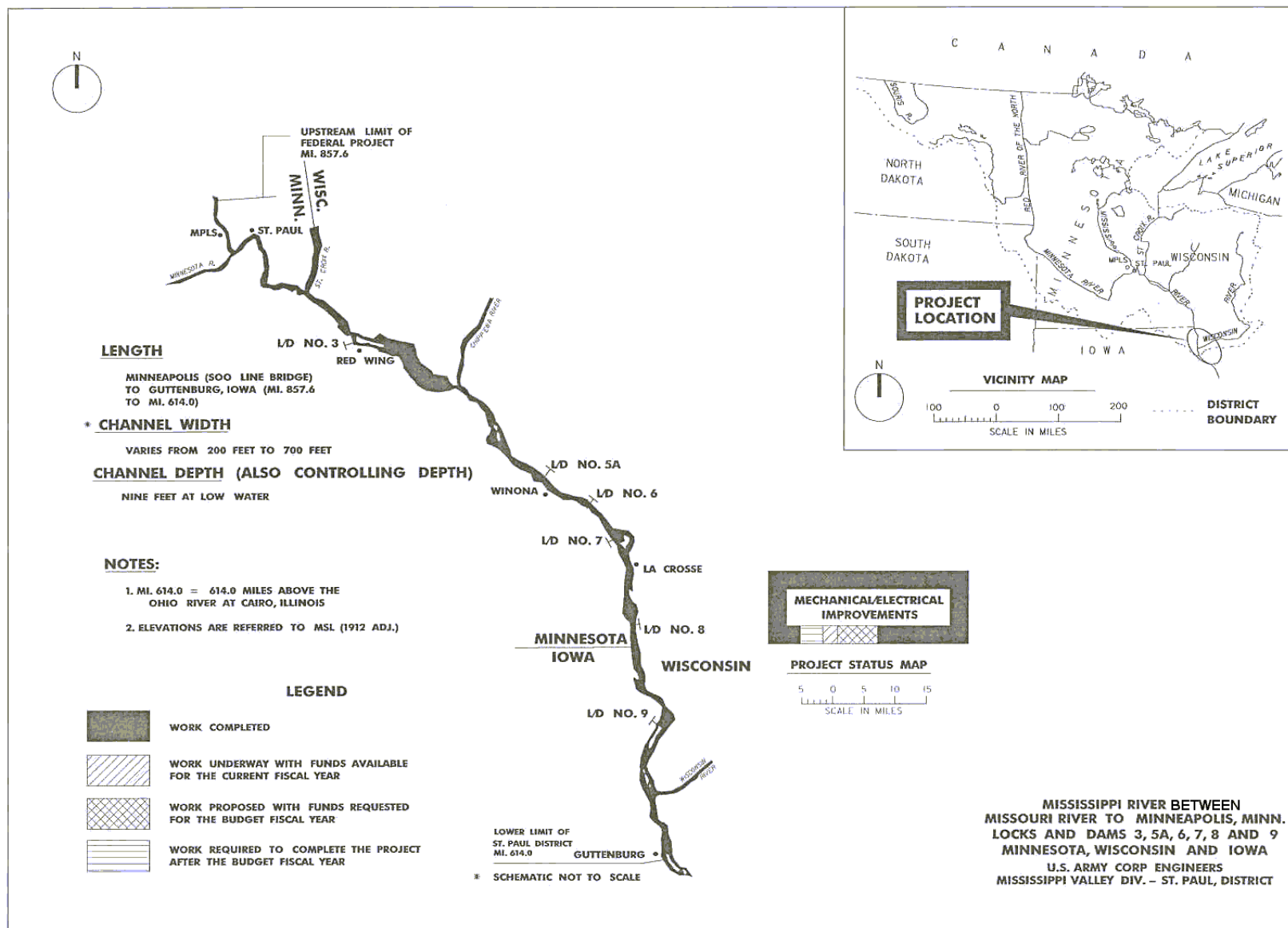
Mississippi Valley Division	St. Paul District	Mississippi River between Missouri River and Minneapolis, MN, Locks and Dams Nos. 3, 5A, 6, 7, 8, and 9, MN, WI and IA (Major Rehabilitation)
	3 February 2003	237

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal cost estimate of \$58,000,000 is a decrease of \$1,800,000 from the latest estimate (\$59,800,000) presented to Congress (FY 2003). This change includes the following items:

Item	Amount
Price Escalation on Construction Features	\$ -65,000
Post Contract Award and Other Estimating Adjustments (Including Contingency Adjustments)	-1,735,000
Total	\$ -1,800,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: An Environmental Assessment was prepared in June 1987. The Finding of No Significant Impact was signed in August 1987. The Final Programmatic Environmental Impact Statement Record of Decision was signed 28 July 1989.

OTHER INFORMATION: Funds to initiate construction were appropriated in Fiscal Year 1986. The project has features that must be funded concurrently with Mississippi River Operation and Maintenance, General funds.



Justification of Estimates for Civil Works Activities
Department of the Army, Corps of Engineers
Fiscal Year 2004

SUMMARY MISSISSIPPI RIVER COMMISSION

Flood Control, Mississippi River and Tributaries, AR, IL, KY, LA, MO, MS, & TN

	<u>FY 2003 Allocation</u>	<u>FY 2004 Request</u>	<u>Increase or Decrease</u>
General Investigations	TBD	\$ 6,357,000	TBD
Survey	TBD	2,870,000	TBD
Preconstruction Engineering and Design	TBD	3,487,000	TBD
Construction	TBD	124,477,000	TBD
Operation and Maintenance	TBD	162,440,000	TBD
Project Operation	TBD	67,839,000	TBD
Project Maintenance	TBD	94,601,000	TBD
Less Reduction for Savings and Slippage	TBD	-13,274,000	TBD
 GRAND TOTAL, MISSISSIPPI RIVER COMMISSION	 TBD	 \$280,000,000	 TBD

APPROPRIATION TITLE: Flood Control, Mississippi River and Tributaries, AR, IL, KY, LA, MS, MO, and TN - General Investigations, Fiscal Year 2004

Study	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional to Complete After FY 2004 \$
-------	--	---	-----------------------------	--	--

1. SURVEYS – NEW: None.

2. SURVEYS – CONTINUING:

a. Navigation Studies: None.

b. Flood Damage Prevention Studies: The amount of \$1,490,000 is being requested to continue five feasibility studies in Fiscal Year 2004.

LOUISIANA

Alexandria, LA, to the Gulf of Mexico, LA New Orleans District	3,150,000	100,000	TBD	435,000	TBD
--	-----------	---------	-----	---------	-----

The study area is located in south-central Louisiana and encompasses an area of about 1,700 square miles extending through nine parishes from Alexandria, Louisiana, to the Gulf of Mexico. The area is the drainage basin for the West Atchafalaya Basin Floodway Levee intercepted drainage system, a feature of the Mississippi River and Tributaries project, that prevents overflow from the Atchafalaya Basin Floodway and intercepts flows from the areas major outlets. The largest urban area in the study area is Alexandria, which has experienced numerous floods in its metropolitan area. New Iberia and Opelousas are also in the study area. There have been extensive flooding problems in the Alexandria area and widespread flooding throughout the basin in the more rural and agricultural areas. Since 1953 there have been fifteen significant storm events with rainfall ranging from 5.4 to 18 inches in the study area. The lower portion of the study area is in the coastal zone and is comprised of wetlands subject to hurricane flooding and related problems including erosion, subsidence, saltwater intrusion, etc. The area is very rich in fish and wildlife resources. The local sponsor is the Louisiana Department of Transportation and Development and the Rapides Parish Gravity Drainage District No. 1. The sponsors have requested that flooding problems in the Alexandria, Louisiana area be addressed in the first phase of the feasibility study. The schedule for execution of a feasibility cost sharing agreement is being determined.

Fiscal Year 2003 funds are being used to continue into the feasibility phase of the study. Funds requested for Fiscal Year 2004 will be used to continue the feasibility phase of the study. The preliminary estimated cost of the feasibility phase is \$6,100,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$6,200,000
Reconnaissance Phase (Federal)	100,000
Feasibility Phase (Federal)	3,050,000
Feasibility Phase (Non-Federal)	3,050,000

The reconnaissance phase completion date is being determined. The feasibility study completion date is being determined.

APPROPRIATION TITLE: Flood Control, Mississippi River and Tributaries, AR, IL, KY, LA, MS, MO, and TN - General Investigations, Fiscal Year 2004

Study	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional to Complete After FY 2004 \$
Donaldsonville, LA to the Gulf of Mexico New Orleans District	4,039,000	592,000	TBD	800,000	TBD

The study area is located in southeast Louisiana and includes portions of the Parishes of Ascension, Assumption, St. James, St. John the Baptist, Lafourche, St. Charles, Jefferson, and Plaquemines. The area is bounded on the west by Bayou Lafourche and on the east and north by the west bank Mississippi River levee, from Donaldsonville, Louisiana to the Gulf of Mexico. The basin is subject to rainfall, tidal, and hurricane flooding resulting in structural, agricultural, and environmental damages. Flooding damages are aggravated by the long duration of high stages due to conveyance obstructions. The prolonged stages destroy crops and stress the natural vegetation. Floods in June 1959, April 1980, November 1989, January 1991, and April/May 1991 produced near 100-year flood conditions with less than 100-year rainfall. Hurricane Juan in 1985 also produced near 100-year flood stages. This area has been declared a Federal disaster area four times since 1985 and has experienced several additional storms, causing FEMA to provide additional individual assistance. Red Cross surveys of the area after the April/May 1991 flood event indicated that some 300 residential structures were flooded to varying degrees. Flood damages also occurred in August 1992 as a result of Hurricane Andrew and in May 1995 due to heavy rainfall in the area. The expected study outcome will be to reduce flooding and flood duration by channel modifications, pumping, and water management such that structural and agricultural damages will be prevented and provide environmental restoration to stressed habitat. The local sponsors are the Louisiana Department of Transportation and Development and the Lafourche Basin Levee District. A feasibility cost sharing agreement was signed on 6 February 2002.

Fiscal Year 2003 funds are being used to continue the feasibility phase of the study. Funds requested for Fiscal Year 2004 will be used to continue the feasibility phase of the study. The estimated cost of the feasibility phase is \$7,000,000, which is being shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$7,539,000
Reconnaissance Phase (Federal)	539,000
Feasibility Phase (Federal)	3,500,000
Feasibility Phase (Non-Federal)	3,500,000

The reconnaissance phase was completed in February 2002. The feasibility study completion date is being determined.

APPROPRIATION TITLE: Flood Control, Mississippi River and Tributaries, AR, IL, KY, LA, MS, MO, and TN - General Investigations, Fiscal Year 2004

Study	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional to Complete After FY 2004 \$
Fletcher Creek, TN Memphis District	517,000	117,000	TBD	120,000	TBD

The study area is located in Shelby County, Tennessee within the cities of Memphis, Barlett and Cordova, Tennessee. Fletcher Creek is a major tributary of the Wolf River. The drainage basin encompasses approximately 32 square miles. The area is experiencing increased water surface elevations due to encroachment into the floodplain caused by the tremendous residential and commercial growth, including the Wolf-Chase Galleria Mall and related commercial development near the mall. The 100-year water surface elevation has increased 2 feet or more since the early 1990's. Several businesses and homes which were not originally in the 100-year floodplain are now in the floodplain. The situation is expected to worsen in the near future. Hundreds of residents were evacuated from the Hillshire Subdivision due to extensive flooding after a heavy rainfall in November 2001. Reconnaissance phase studies were accomplished as part of the Memphis Metropolitan Area reconnaissance study. The feasibility study will address potential solutions to flooding problems and investigate opportunities for watershed management, ecosystem restoration and water quality improvements. Both the City of Memphis and Shelby County, Tennessee have indicated financial capability to cost share a feasibility study. Shelby County, Tennessee submitted a letter of intent in 2001. The schedule for execution of a feasibility cost sharing agreement is being determined.

Fiscal Year 2003 funds are being used to continue into the feasibility phase of the study. Funds requested for Fiscal Year 2004 will be used to continue the feasibility phase of the study. The preliminary estimated cost of the feasibility phase is \$800,000, which is to be cost shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$917,000
Reconnaissance Phase (Federal)	117,000 ¹
Feasibility Phase (Federal)	400,000
Feasibility Phase (Non-Federal)	400,000

The reconnaissance phase completion date is being determined. The feasibility study completion date is being determined.

¹ Funded as part of the Memphis Metro Area, TN & MS, study.

APPROPRIATION TITLE: Flood Control, Mississippi River and Tributaries, AR, IL, KY, LA, MS, MO, and TN - General Investigations, Fiscal Year 2004

Study	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional to Complete After FY 2004 \$
TENNESSEE					
Germantown, TN Memphis District	613,000	232,000	TBD	51,000	TBD

The study area is located in Shelby County, Tennessee, adjoining the City of Memphis. Three separate drainage basins are included in the study area. The Miller Farms Drainage Basin is located in northeast Germantown and is drained by two major channels, Laterals B and BA, which combine into one channel as a tributary to the Wolf River. This basin is experiencing rapid urbanization with associated increases in water elevations, property flooding, and erosion. During a 1996 storm event, approximately ten homes and several streets were flooded along Laterals B and BA. The lateral D Drainage Basin, a tributary to Wolf River, is also located in northeast Germantown. Headcutting associated with the main Wolf River channel is progressing up Lateral D and threatening major utilities and public facilities. Erosion is undermining drainage pipes and damaging residential properties along the stream. The Howard Road Outfall Drainage Basin is located in southwest Germantown and is a tributary to Nonconnah Creek. Inadequate capacity of the outfall channel and tributaries, undersized and obstructed culverts, increased property flooding, and decreased water quality are the primary problems in this basin. Reconnaissance phase studies were accomplished as part of the Memphis Metropolitan Area reconnaissance study. The principal purpose of the feasibility study is to identify an achievable solution to the flooding, erosion, and water quality problems plaguing this area. The local sponsor is the City of Germantown, Tennessee. The feasibility cost sharing agreement was signed 29 October 2001. Section 456 of the Water Resources Development Act of 2000 directed the Secretary to include environmental and water quality benefits in the justification analysis for the project and to not reject the project under the feasibility study based solely on a minimum amount of stream runoff. In addition, the sponsor is to receive credit for the value of in-kind services provided relating to the planning, engineering, and design of the project, whether carried out before, on, or after the date of execution of the feasibility study cost-sharing agreement.

Fiscal Year 2003 funds are being used to continue the feasibility phase of the study. Funds requested for Fiscal Year 2004 will be used to continue the feasibility phase of the study. The estimated cost of the feasibility phase is \$1,226,000, which is being shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$1,226,000
Reconnaissance Phase (Federal)	0
Feasibility Phase (Federal)	613,000
Feasibility Phase (Non-Federal)	613,000

The reconnaissance phase was completed in October 2001. The feasibility study completion date is being determined.

APPROPRIATION TITLE: Flood Control, Mississippi River and Tributaries, AR, IL, KY, LA, MS, MO, and TN - General Investigations, Fiscal Year 2004

Study	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional to Complete After FY 2004 \$
Millington and Vicinity, TN Memphis District	312,000	0	TBD	84,000	TBD

The study area is located in Shelby County, Tennessee in the vicinity of Millington, Tennessee, just north of Memphis. One of the primary drainage channels is Big Creek, which is a major tributary to the Loosahatchie River. The Big Creek drainage basin encompasses approximately 154 square miles. The City of Millington and vicinity is experiencing increased water surface elevations and erosion along Big Creek and its tributaries due to urban development and runoff in the area. This situation is expected to worsen in the near future. The deterioration of the area's ecosystem and the lack of recreational opportunities are also of concern. Reconnaissance phase studies were accomplished as part of the Memphis Metropolitan Area reconnaissance study. A 905(b) analysis was certified on 23 December 2002, as a basis for negotiating a feasibility cost sharing agreement. The feasibility study will address potential solutions to flooding and erosion problems and investigate opportunities for ecosystem restoration and development of recreation features. The City of Millington submitted a letter of intent on 27 September 2001 indicating a willingness to cost share a feasibility study. The schedule for execution of a feasibility cost sharing agreement is being determined.

Fiscal Year 2003 funds are being used to continue into the feasibility phase of the study. Funds requested for Fiscal Year 2004 will be used to continue the feasibility phase of the study. The preliminary estimated cost of the feasibility phase is \$550,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$587,000
Reconnaissance Phase (Federal)	37,000
Feasibility Phase (Federal)	275,000
Feasibility Phase (Non-Federal)	275,000

The reconnaissance phase completion date is being determined. The feasibility study completion date is being determined.

Total - Flood Damage Prevention Studies	8,614,000	1,041,000	TBD	1,490,000	TBD
---	-----------	-----------	-----	-----------	-----

APPROPRIATION TITLE: Flood Control, Mississippi River and Tributaries, AR, IL, KY, LA, MS, MO, and TN - General Investigations, Fiscal Year 2004

Study	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional to Complete After FY 2004 \$
-------	--	---	-----------------------------	--	--

c. Shoreline Protection Studies: None.

d. Special Studies: None.

e. Ecosystem Restoration Studies: The amount of \$685,000 is required to continue two feasibility studies.

LOUISIANA

Spring Bayou, Louisiana Vicksburg District	2,850,000	350,000	TBD	500,000	TBD
---	-----------	---------	-----	---------	-----

The Spring Bayou area is located in east-central Louisiana about 20 miles west of the confluence of the Mississippi, Red, and Atchafalaya Rivers. The area encompasses at least 43 lakes and streams and includes two state wildlife management areas and two national wildlife refuges. Historically, the study area was a remote wilderness, a backwater bottom-land hardwoods wetlands with access limited to boats during the flood season. Based on descriptions by local residents, the area is a "sportsman's paradise." This ecosystem is being rapidly degraded from pollution of water, sedimentation, and rampant growth of aquatic plants. This has led to decreased fisheries production due to loss of spawning habitat, water quality degradation, and a general loss of wetland values. Primary alternatives under investigation include freshwater diversion from the Red River in conjunction with sediment removal from existing streams and various water control structures. Preliminary findings indicate that the improvements would provide positive environmental benefits. Improvements would reduce headwater flooding and provide positive stimulus to the area's ecosystem terrain. Representatives of the U.S. Fish and Wildlife Service and the Louisiana Department of Wildlife and Fisheries have expressed concern regarding the deteriorating conditions on the refuges and management areas and support further investigations. The proposed non-Federal sponsors are the Avoyelles Wildlife Federation and Avoyelles Parish Police Jury. The draft Project Management Plan is being negotiated with the non-Federal sponsor. The schedule for execution of a feasibility cost sharing agreement is being determined.

Fiscal Year 2003 funds are being used to continue into the feasibility phase of the study. Funds requested for Fiscal Year 2004 will be used to continue the feasibility phase of the study. The preliminary estimated cost of the feasibility phase is \$5,000,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	\$5,350,000
Reconnaissance Phase (Federal)	350,000
Feasibility Phase (Federal)	2,500,000
Feasibility Phase (Non-Federal)	2,500,000

The reconnaissance phase completion date is being determined. The feasibility study completion date is being determined.

APPROPRIATION TITLE: Flood Control, Mississippi River and Tributaries, AR, IL, KY, LA, MS, MO, and TN - General Investigations, Fiscal Year 2004

Study	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional to Complete After FY 2004 \$
MISSISSIPPI					
Coldwater River Basin Below Arkabutla Lake, MS Vicksburg District	1,670,000	122,000	TBD	185,000	TBD

The study area is located in northwest Mississippi approximately 30 miles south of Memphis, Tennessee. Increased development has created adverse impacts on area streams in meeting water quality standards while maintaining flood damage reduction goals. The Yazoo Mississippi Delta Joint Water Management District in conjunction with Tunica County, Mississippi, has requested assistance in identifying measures to improve water management, water quality, flood control, and the wetland ecosystem throughout this watershed. The potential sponsors desire specific projects and guidelines for future development that will improve flood protection and the aquatic environment and conserve water resources. Projects will also be designed to prevent increases in downstream stages outside the study area. The sponsor is the Yazoo Mississippi Delta Joint Water Management District; however, other potential sponsors may decide to participate as the study develops. A 905(b) analysis was certified on 28 February 2002 as a basis for negotiating a feasibility cost sharing agreement.

Fiscal Year 2003 funds are being used to complete the reconnaissance phase and continue into the feasibility phase of the study. Funds requested for Fiscal Year 2004 will be used to continue the feasibility phase of the study. The preliminary estimated cost of the feasibility phase is \$3,060,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of the study cost sharing is as follows:

Total Estimated Study Cost	\$3,200,000
Reconnaissance Phase (Federal)	140,000
Feasibility Phase (Federal)	1,530,000
Feasibility Phase (Non-Federal)	1,530,000

The reconnaissance phase completion date is being determined. The feasibility study completion date is being determined.

Total - Ecosystem Restoration Studies	4,520,000	472,000	TBD	685,000	TBD
---------------------------------------	-----------	---------	-----	---------	-----

APPROPRIATION TITLE: Flood Control, Mississippi River and Tributaries, AR, IL, KY, LA, MS, MO, and TN - General Investigations, Fiscal Year 2004

Study	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional to Complete After FY 2004 \$
f. Watershed/Comprehensive Studies: None.					
g. Collection and Study of Basic Data	N/A	N/A	TBD	695,000	TBD
Surveys, Gages, and Observations. Funds requested for Fiscal Year 2004 are for collection of essential basic data which are subsequently used in the planning and design of flood control projects. The data collected under this activity are for authorized projects or units thereof for which funds have not been appropriated. The data to be collected will consist of information on stream flow, rainfall, floods, and other items of related hydrologic nature.					
TOTAL - SURVEYS	13,134,000	1,513,000	TBD	2,870,000	TBD

3. PRECONSTRUCTION ENGINEERING AND DESIGN ACTIVITIES (PED) – NEW: None.

4. PRECONSTRUCTION ENGINEERING AND DESIGN ACTIVITIES (PED) - CONTINUING:

a. Navigation: None.

b. Flood Control: The amount of \$3,487,000 is being requested to continue one PED activity in Fiscal Year 2004.

APPROPRIATION TITLE: Flood Control, Mississippi River and Tributaries, AR, IL, KY, LA, MS, MO, and TN - General Investigations, Fiscal Year 2004

Project	Total Estimated Federal Cost \$	Allocation Prior to FY 2003 \$	Allocation FY 2003 \$	Tentative Allocation FY 2004 \$	Additional to Complete After FY 2004 \$
LOUISIANA					
Morganza, LA, to the Gulf of Mexico New Orleans District	52,000,000	2,309,000	TBD	3,487,000	TBD

The study area is located in south Louisiana and includes portions of Terrebonne and Lafourche Parishes. The study area is subject to primarily backwater and tidal flooding. Extensive flooding occurred in the study area in 1973. Less extensive, but still widespread flooding, has occurred since that time, notably in 1989, May 1991, and 1992. In the May 1991 event, damages in Lafourche and Terrebonne Parishes were estimated at \$12,000,000. Between 1950 and 1990, the population increased from 61,000 to 97,000 or about 59 percent. Increases in population and other land use changes such as land clearing, subsidence and land loss have contributed to the increased stages. Also, there is a high probability that improvements to the existing flood control system have not kept pace with population growth and land use changes that would increase runoff. The expected outcome of the study would be to recommend hurricane protection for Terrebonne and Lafourche Parishes. The Water Resources Development Act of 1996 directed the Corps to perform a separate analysis of a lock in the Houma Navigation Canal for hurricane protection, saltwater intrusion, environmental preservation, safe harbor refuge, and potable water supply protection. This separate study was submitted to Congress in April 1997. The report recommended accomplishing preconstruction engineering and design (PED) concurrent with the on-going feasibility study so that implementation would be advanced should a favorable report be authorized. The preliminary benefit-cost ratio is 1.3 to 1 based upon the latest economic analysis dated August 2000. PED for the Houma Navigation Lock was authorized by Congress in Fiscal Year 1997. The Louisiana Department of Transportation and Development is the feasibility cost sharing sponsor and will continue as the project sponsor. PED will ultimately be cost shared at the rate for the project to be constructed but will be financed through the PED phase at 25 percent non-Federal. Any adjustments that may be necessary to bring the non-Federal contribution in line with the project cost sharing will be accomplished in the first year of construction. The initial PED estimate is for the Houma Lock portion of the project; the ultimate estimate is for the entire project.

Total Estimated Preconstruction Engineering and Design Costs	\$2,700,000	Total Estimated Preconstruction Engineering and Design Costs	\$69,333,000
Initial Federal Share	2,025,000	Ultimate Federal Share	52,000,000
Initial Non-Federal Share	675,000	Ultimate Non-Federal Share	17,333,000

The project is not authorized for construction. Fiscal Year 2003 funds are being used to continue PED on the Houma Navigation Lock. The feasibility report for the remaining portion of the study was completed in March 2002. Funds requested for Fiscal Year 2004 will be used to continue PED. The PED completion date is being determined.

Total - Flood Control	52,000,000	2,309,000	TBD	3,487,000	TBD
TOTAL - PED	52,000,000	2,309,000	TBD	3,487,000	TBD
GRAND TOTAL - SURVEYS & PED	65,134,000	3,822,000	TBD	6,357,000	TBD

APPROPRIATION TITLE: Flood Control, Mississippi River and Tributaries, AR, IL, KY, LA, MS, MO, & TN - Construction

PROJECT: Mississippi River and Tributaries, Arkansas, Illinois, Kentucky, Louisiana, Mississippi, Missouri, and Tennessee (Continuing)

LOCATION: The comprehensive project for Flood Control, Mississippi River and Tributaries will provide flood protection for the alluvial valley of the Mississippi River from Cape Girardeau, Missouri, to the Head of Passes, Louisiana; and for improvement of the Mississippi River for navigation from Cairo, Illinois, to Baton Rouge, Louisiana. It includes the main river, the basins of the St. Francis, White, Arkansas, Tensas, Red, Yazoo and Atchafalaya Rivers, the alluvial lands around Lake Pontchartrain, and the tributary streams in Western Tennessee and Kentucky. The completed project will provide protection against a project design flood, which will amount to a flow of 2,360,000 cubic feet per second at Cairo, Illinois, and 3,030,000 cubic feet per second at the latitude of Old River above Baton Rouge, Louisiana. This flow will divide near this point with 1,530,000 cubic feet per second going down the Atchafalaya River and the West Atchafalaya and Morganza Floodways. The remaining 1,500,000 cubic feet per second will continue down the Mississippi River to a point above New Orleans, where 250,000 cubic feet per second will be diverted through the Bonnet Carre' Spillway to Lake Pontchartrain. The flow past New Orleans to the Gulf of Mexico will then be 1,250,000 cubic feet per second, which is the river's safe capacity.

The control of this large quantity of water will be accomplished by every practical means of flood control, especially reservoirs, levees, cutoffs, revetments, and floodways.

The justification of the funds requested is presented on separate sheets for each major feature of the project. These major features are termed "project" for the purposes of reporting, accounting and fiscal control, and where appropriate, are further separated into their separable units.

AUTHORIZATION: Flood Control Act of 1928, as amended.

SUMMARIZED FINANCIAL DATA		ACCUM PCT OF EST FED COST
Total Estimated Federal Cost	\$13,753,296,000	
Allocations to 30 September 2002	7,517,737,000	
Allocations for FY 2003	TBD	TBD
Allocations through FY 2003	TBD	
Allocations Requested for FY 2004	127,964,000	TBD
Programmed Balance to Complete after FY 2004	TBD	
Unprogrammed Balance to Complete after FY 2004	TBD	

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal cost estimate of \$13,753,296,000 for the Mississippi River and Tributaries project is a decrease of \$197,380,000 from the latest estimate (\$13,950,676,000) submitted to Congress (FY 2003). Details of the changes for features included in the Fiscal Year 2004 budget request are shown under the individual features on the following pages of the Justification Data.

Mississippi River Commission

Memphis, Vicksburg, and
New Orleans Districts

Mississippi River and Tributaries, AR, IL,
KY, LA, MS, MO, and TN

3 February 2003

250

APPROPRIATION TITLE: Flood Control, Mississippi River and Tributaries, AR, IL, KY, LA, MS, MO, TN - Construction

PROJECT: Mississippi River Levees, Arkansas, Illinois, Kentucky, Louisiana, Mississippi, Missouri and Tennessee (Continuing)

LOCATION: The Mississippi River Levee system on the west bank extends from Allenville, Missouri, on the Little River Diversion Channel generally southward to the vicinity of Venice, Louisiana, and on the east bank from Hickman, Kentucky, to opposite Venice, Louisiana, except where interrupted by hills and tributary streams. Included in the system are the levees which protect Mounds, Mound City and Cairo, Illinois, and the New Madrid Levee and Floodway.

DESCRIPTION: The plan of improvement provides for raising, strengthening, and in some cases, extending existing levees to provide protection against the project flood. This feature includes 1,519.5 miles of levees and 14.8 miles of floodwall. All work is programmed.

AUTHORIZATION: Flood Control Acts of 1928, 1936, 1938, 1941, 1946, 1950, 1954, 1962, 1965, 1968, and PL 92-222.

REMAINING BENEFIT-REMAINING COST RATIO: 37.4 to 1 at 2-1/2 percent. The benefit-cost ratio is based on all features which comprise the Main Stem system of the Mississippi River and Tributaries project.

TOTAL BENEFIT-COST RATIO: 7.9 to 1 at 2-1/2 percent.

INITIAL BENEFIT-COST RATIO: This project feature of the Main Stem system was authorized in Fiscal Year 1928 and initial construction funds were provided in Fiscal Year 1928. The authorized comprehensive review of the Mississippi River and Tributaries project, contained in House Document 308/88/2, as updated to reflect 1965 conditions and price levels, is considered to be the base estimate for the Main Stem system. The benefit-cost ratio for the Main Stem components computed for the base estimate was 7.9 to 1.

BASIS OF BENEFIT-COST RATIO: Benefits are from the latest available evaluation approved in October 1979 at 1979 price levels. The last comprehensive analysis was conducted in 1974. The 1979 analysis is the same as the 1974 analysis except that certain undocumented benefit categories were eliminated and 1979 prices were used.

SUMMARIZED FINANCIAL DATA		ACCUM PCT OF EST FED COST	STATUS (1 January 2003)	PCT CMPL	PHYSICAL COMPLETION SCHEDULE
Estimated Total Appropriation Requirement	\$2,094,000,000		Entire Project	TBD	TBD
Future Non-Federal Reimbursement	674,000				
Estimated Federal Cost (Ultimate)	2,093,326,000				PHYSICAL DATA
Estimated Non-Federal Cost	\$ 79,500,000		Channel and Canals		72 miles
Cash Contributions	\$ 2,740,000		Levees:		
Other Costs	76,086,000		Average Height		20-35 feet
Reimbursement	674,000		Length		1,519.5 miles
Recreation Facilities	\$674,000		Floodwalls:		
			Average Height		14-23 feet
Total Estimated Project Cost	\$2,172,826,000		Length		14.8 miles
Allocations to 30 September 2002	\$ 976,045,000		Levee Berms		629.3 miles
Conference Allowance for FY 2003	TBD		Levee Roads		1,500.0 miles
Allocation for FY 2003	TBD		Pumping Stations		5
Allocations through FY 2003	TBD	TBD			
Allocation Requested for FY 2004	\$ 42,919,000	TBD			
Programmed Balance to Complete After FY 2004	TBD				
Unprogrammed Balance to Complete After FY 2004	0				

JUSTIFICATION: The Mississippi River Levee system is one of several Main Stem components, which together comprise the plan of improvement for the control of floods on the Mississippi River. The components are: Mississippi River Levees, Channel Improvement, South Bank Arkansas and South Bank Red River Levees, the Atchafalaya Basin, Atchafalaya Basin Floodway System, Old River and a few miscellaneous items. Because the benefits of the Mississippi River Levees derive from the way in which they operate together with the other Main Stem components when the Mississippi River floods, the benefit-cost ratio is a composite one that covers the entire plan.

Mississippi River Commission

Memphis, Vicksburg, and
New Orleans Districts

Mississippi River Levees, AR, IL,
KY, LA, MS, MO, and TN

3 February 2003

252

The Mississippi River Levee System provides protection to 23,620 square miles and partial protection to an additional 3,780 square miles in the alluvial valley subject to flooding by the project flood. The alluvial valley is over 650 miles long and varies in width from 20 to 90 miles. Numerous railroads, highways, and airfields connecting the major transportation centers lie within the protected area as do several major transcontinental communication routes. In addition to highly developed agricultural areas, the levees afford protection to urban areas and many industries.

The value of lands and improvements protected by authorized works against the design flood is \$145.0 billion in 2002 dollars. This consists of 226,000 residential acres which include the City of New Orleans, 45,000 acres of commercial lands, 10 million acres of agricultural lands, and 6.5 million acres of woodland and marshland. The area subject to flooding by the project flood assuming no protective works is 22.7 million acres. The area that will be provided complete protection by the completed project is 15.1 million acres.

The maximum flood of record was the 1927 flood which overflowed about 26,000 square miles, caused the deaths of 214 people, rendered 637,000 people temporarily homeless, and caused property damages of \$347.0 million. This would be equivalent to \$11.0 billion damages in 2002 prices.

The next flood of magnitude was the 1973 flood which overflowed 16,875 square miles (10.8 million acres), caused the death of 28 people, and displaced approximately 45,300 persons. The deaths and displacements of persons would have been significantly higher without the Federal projects in place. Without the Federal projects, approximately 19.8 million acres would have been inundated. Total damages with existing projects in operation were \$643 million (1973 price levels). Damages without projects would have been \$11.3 billion and total damages prevented by projects amounted to \$10.6 billion. Expressed in 2002 prices, damages without the projects would have been \$39.7 billion and damages prevented would have been \$37.3 billion.

The benefit-cost ratio was derived by measuring the total benefits credited to those Main Stem components against their total cost. Average annual benefits for the composite of Main Stem features are as follows:

Annual Benefits	Amount
Flood Control	\$2,734,073,000
Navigation	884,704,000
Area Redevelopment	61,000
Recreation	3,434,000
Total	\$3,622,272,000

FISCAL YEAR 2004: The requested amount will be applied as follows:

Continue:

Lands and Damages	\$ 656,000
Cultural Resources Preservation	210,000
Miscellaneous Relocations	1,128,000
Miscellaneous Hired Labor	122,000
Trotter, MS, Berm, Parcel 1	810,000
Caruthersville, MO, Outlet	940,000
Caruthersville, MO, Outlet Ditches	950,000
Above Cairo, IL, Slurry Trench	1,050,000
Hillhouse, MS, Relief Wells, Parcel 2	490,000
Nash, MO, Relief Wells, Parcel 2	890,000
Island 8, KY, Relief Wells and Collector Ditches	1,050,000
Austin, MS, Relief Wells	925,000
Carlisle-Tallula, MS, Item 488-L	3,490,000
Wilson Point-Point Lookout, LA, Item 485-R	766,000
Willow Point-Youngs Point, LA, Item 445-R	500,000
Willow Point-Youngs Point, LA, Item 450-R	1,000,000
Willow Point-Youngs Point, LA, Item 453-R	2,098,000
Willow Point-Youngs Point, LA, Item 457-R	2,500,000
Willow Point-Youngs Point, LA, Item 461-R	3,566,000
Vidalia-Morville, LA, Item 365-R	500,000
Tallula-Magna Vista, MS, Item 477-L	1,227,000
Tallula-Magna Vista, MS, Item 474-L	1,000,000
Gap Closure, East Bank, LA, Mile 230-44L	509,000

Complete:

Blue Lake, AR, Outlet	701,000
Valewood-Carlisle, MS, Item 496L	738,000
Alhambra-Hohen Solms, LA, Mile 191-185R	800,000
Hohen Solms-Modeste, LA, Mile 185-179R	800,000

Planning, Engineering and Design	11,302,000
Supervision and Administration	2,201,000

Total	\$ 42,919,000
-------	---------------

NON-FEDERAL COST: In accordance with the Flood Control Acts of 1928, 1936, 1938, 1941, 1946, 1950, 1954, 1962, 1965, 1968 and PL 92-222, the non-Federal sponsor must comply with the requirements listed below:

	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation and Replacement Costs
Requirements of Local Cooperation		
Provide lands, easements, rights-of-way, and borrow and excavated or dredged material disposal areas.	\$75,764,000	
Minor maintenance of all flood control works after their completion, except controlling a regulating spillway structures, including special relief levees; maintenance includes normally such matters as cutting grass, removal of weeds, local drainage and minor repairs to mainline river levees.		\$1,115,000
Pay one-half of the separable costs allocated to recreation (except recreational navigation) and bear all costs of operation, maintenance, repair, rehabilitation and replacement of recreation facilities.	3,414,000	141,900
Other (levee and revetment construction)	322,000	
Total Non-Federal Costs	\$79,500,000	\$1,256,900

STATUS OF LOCAL COOPERATION: It is estimated that local interests had spent approximately \$292,000,000 for flood protection prior to the Act of 15 May 1928. After passage of the Act, the 37 levee districts along the Mississippi River adopted resolutions assuring the United States that the requirements of local cooperation will be met. These local interests have acquired all rights-of-way for work completed and underway and will try to provide the rights-of-way for work scheduled for Fiscal Year 2004. Some levee boards are having difficulty in providing right-of-way when requested, even for construction work in areas where the existing levees are farthest below the authorized grade. Supplemental assurances covering the requirements of the Uniform Relocations Assistance and Real Property Acquisition Policies Act of 1970 (PL 91-646) have been accepted for Main Stem Mississippi River Levees in Arkansas, Illinois, Kentucky, Louisiana, Mississippi, Missouri, and Tennessee.

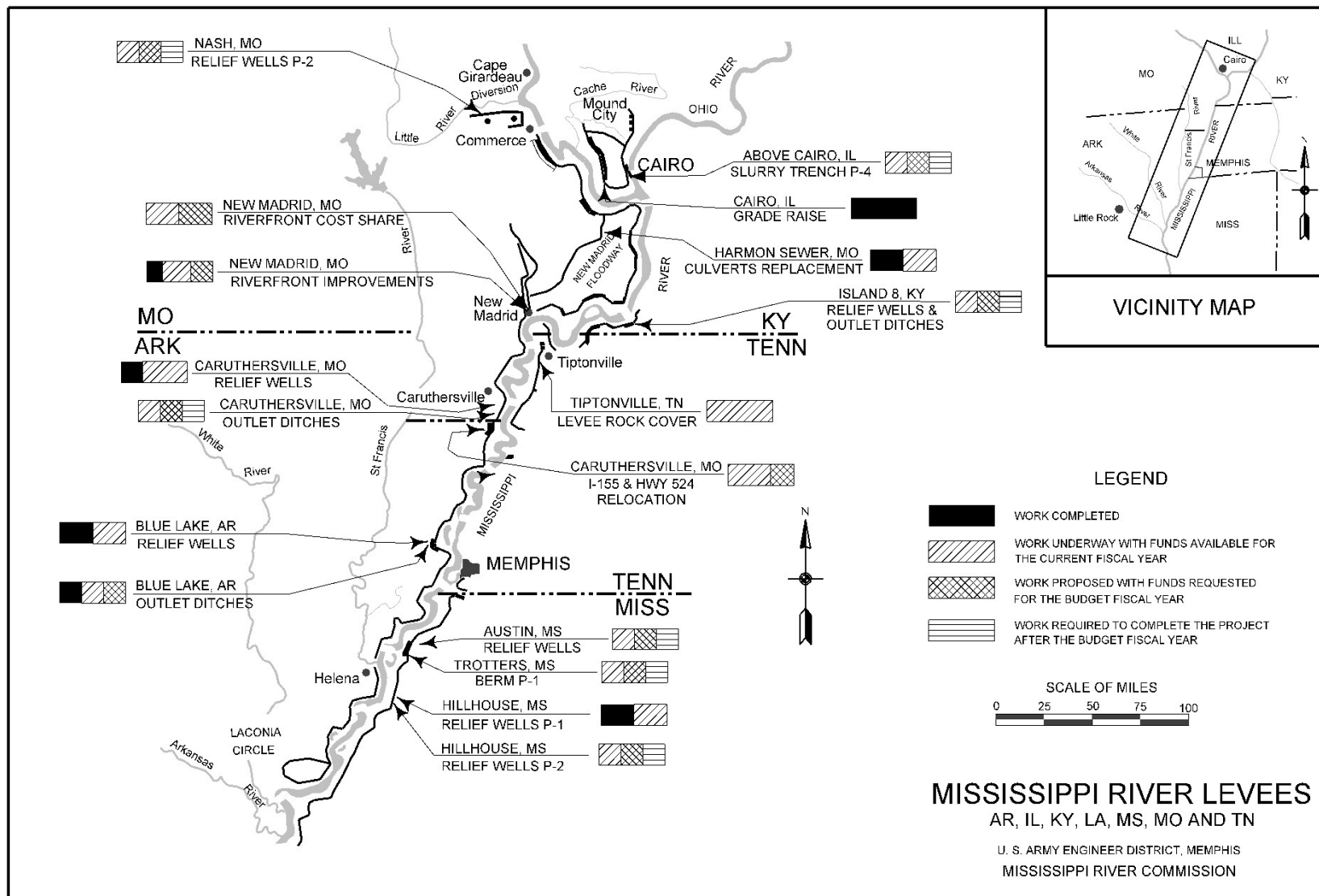
Assurances of local cooperation for the recreation facilities at Warfield Point, Mississippi, were accepted on 14 October 1969. Supplemental assurances covering the River and Harbor Act of 1970 (PL 91-611) and PL 91-646 were accepted 7 August 1972. Assurances have not as yet been requested for the recreation facilities at Mississippi River State Park, Arkansas.

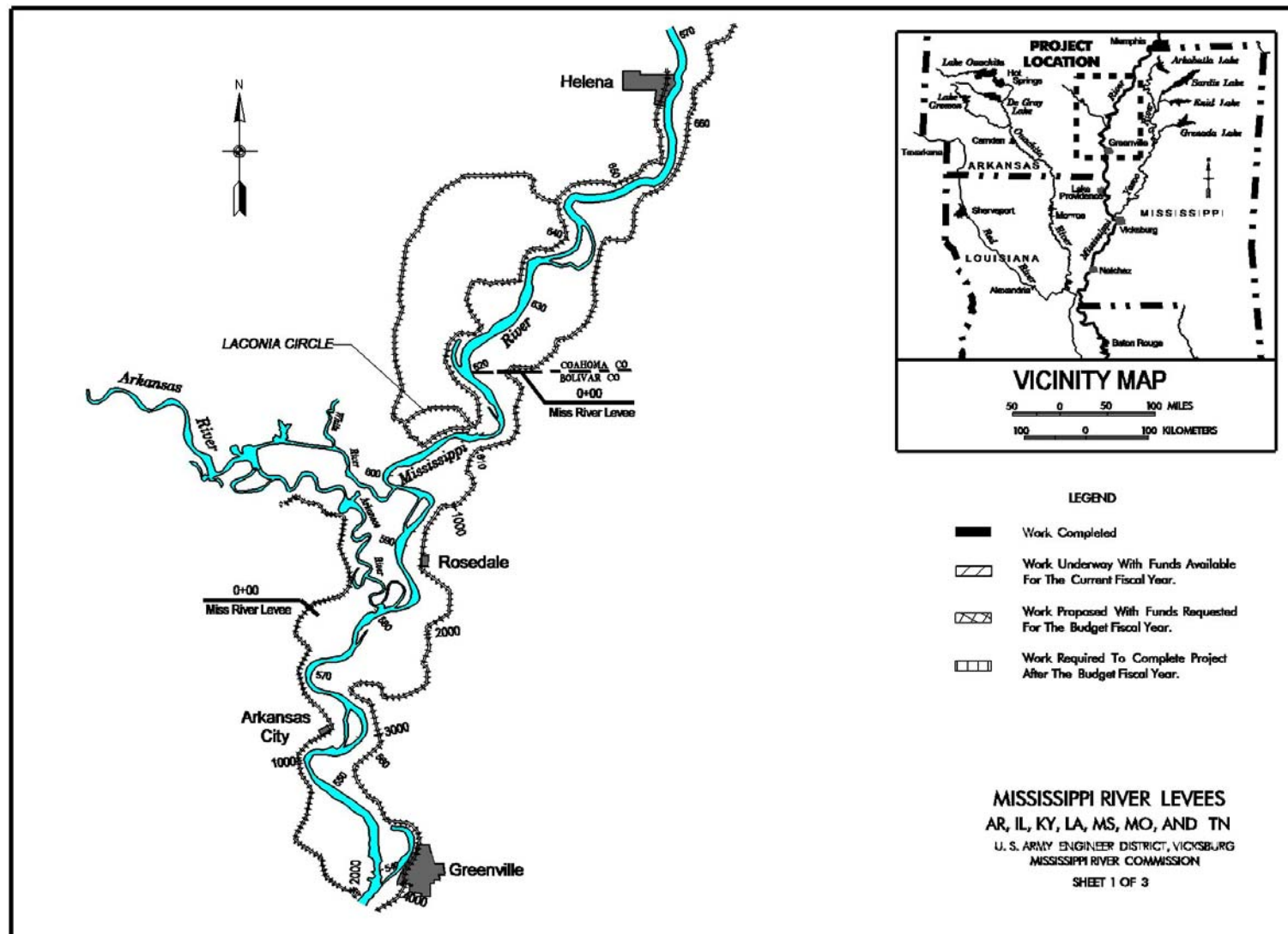
COMPARISON OF FEDERAL COST ESTIMATES: The current Federal cost estimate of \$2,094,000,000 is a decrease of \$27,000,000 from the latest estimate (\$2,121,000,000) presented to Congress (FY 2003). This change includes the following items:

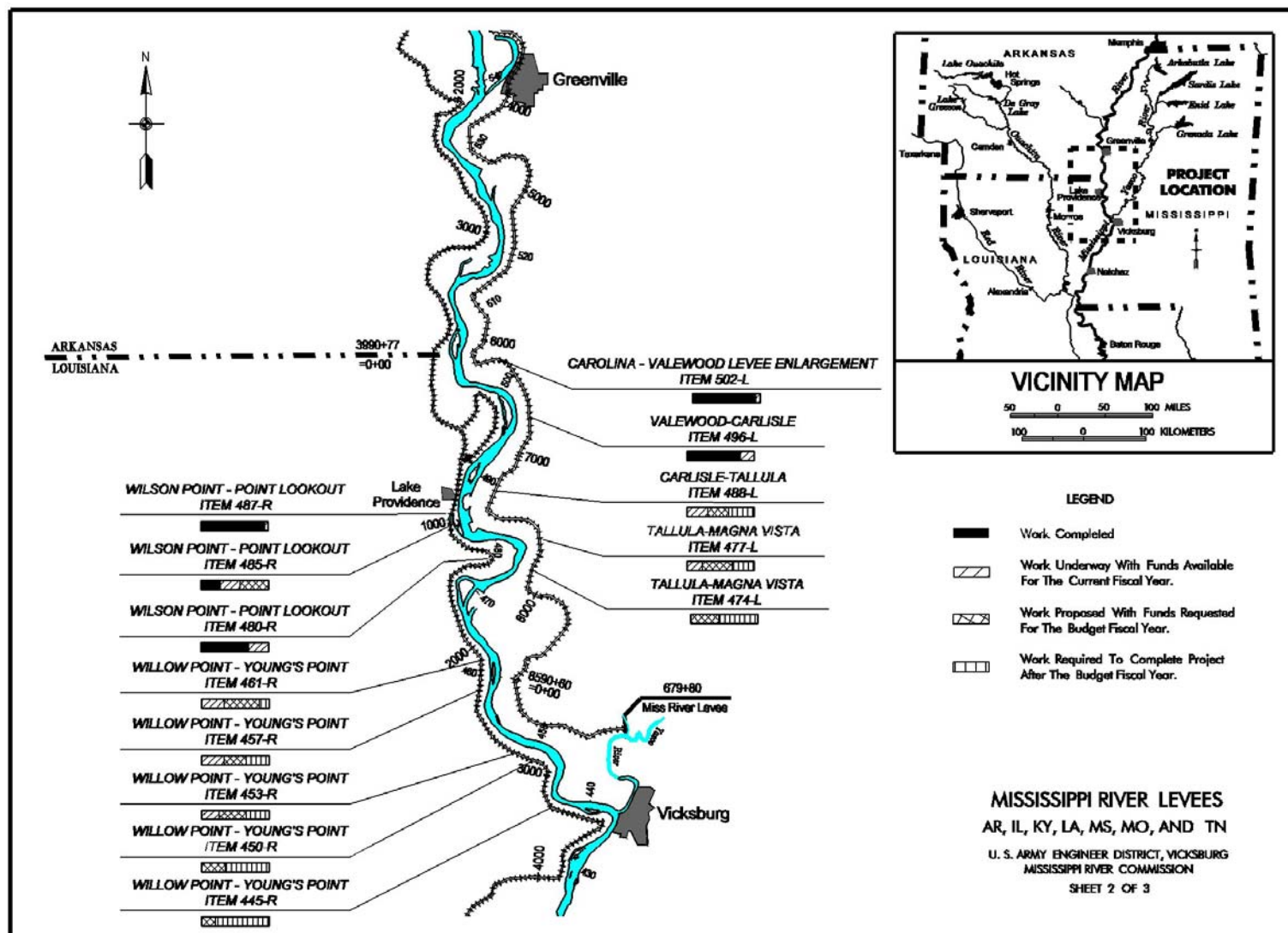
Item	Amount
Price Escalation on Construction Features	\$ -41,487,000
Post Contract Award and Other Estimating Adjustments	-4,553,000
Price Escalation on Real Estate	19,040,000
Total	\$-27,000,000

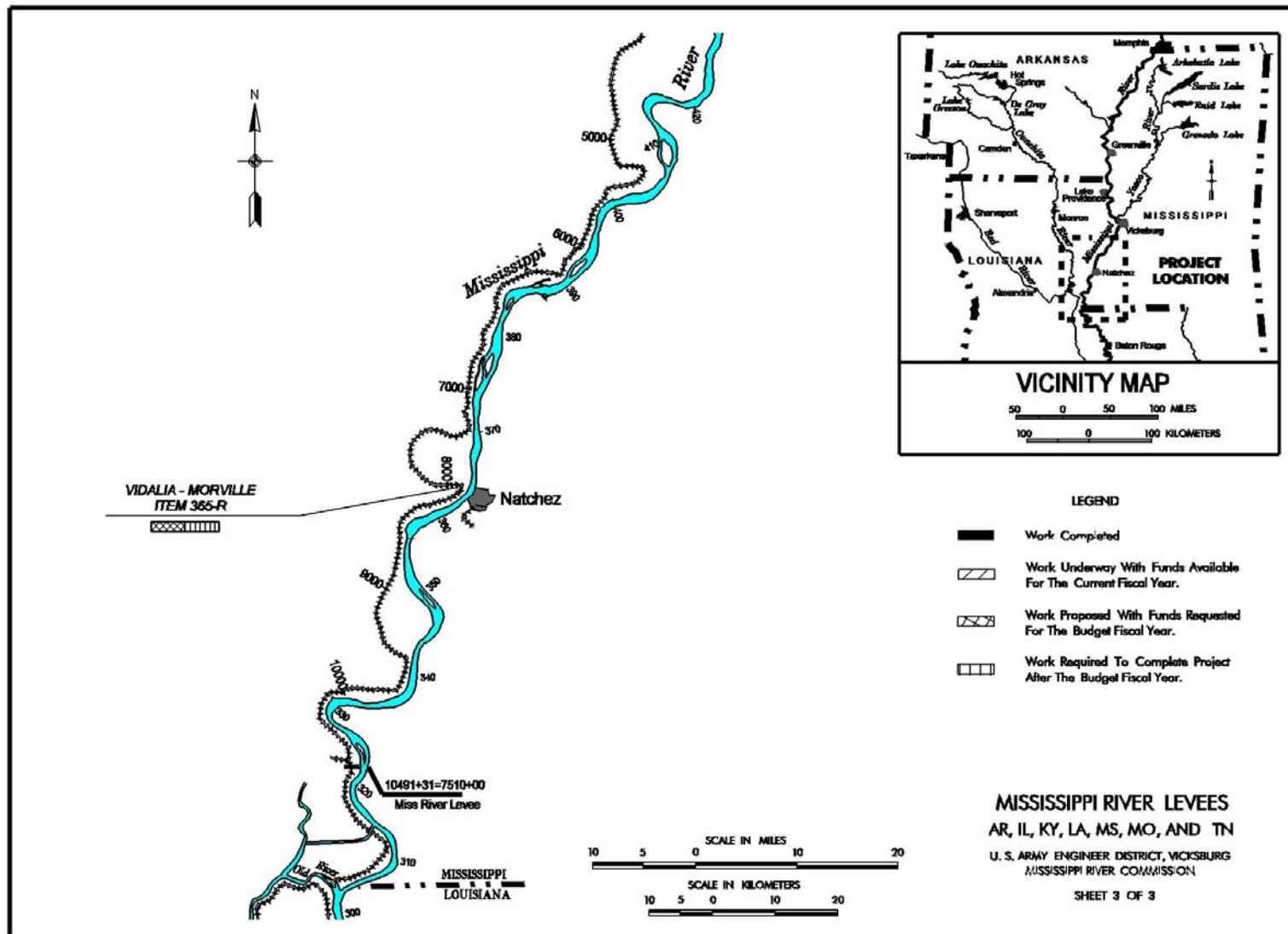
STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The Final Environmental Impact Statement was filed with the Council on Environmental Quality on 16 April 1976. A Supplemental Environmental Impact Statement for the project was completed and the Record of Decision was signed on 5 October 1998. The adequacy of the Supplemental Environmental Impact Statement was challenged but upheld by the United States District Court for the Eastern District of Louisiana. The Fifth Circuit Court of Appeals on October 23, 2000, affirmed the district court's grant of summary judgment to the Government.

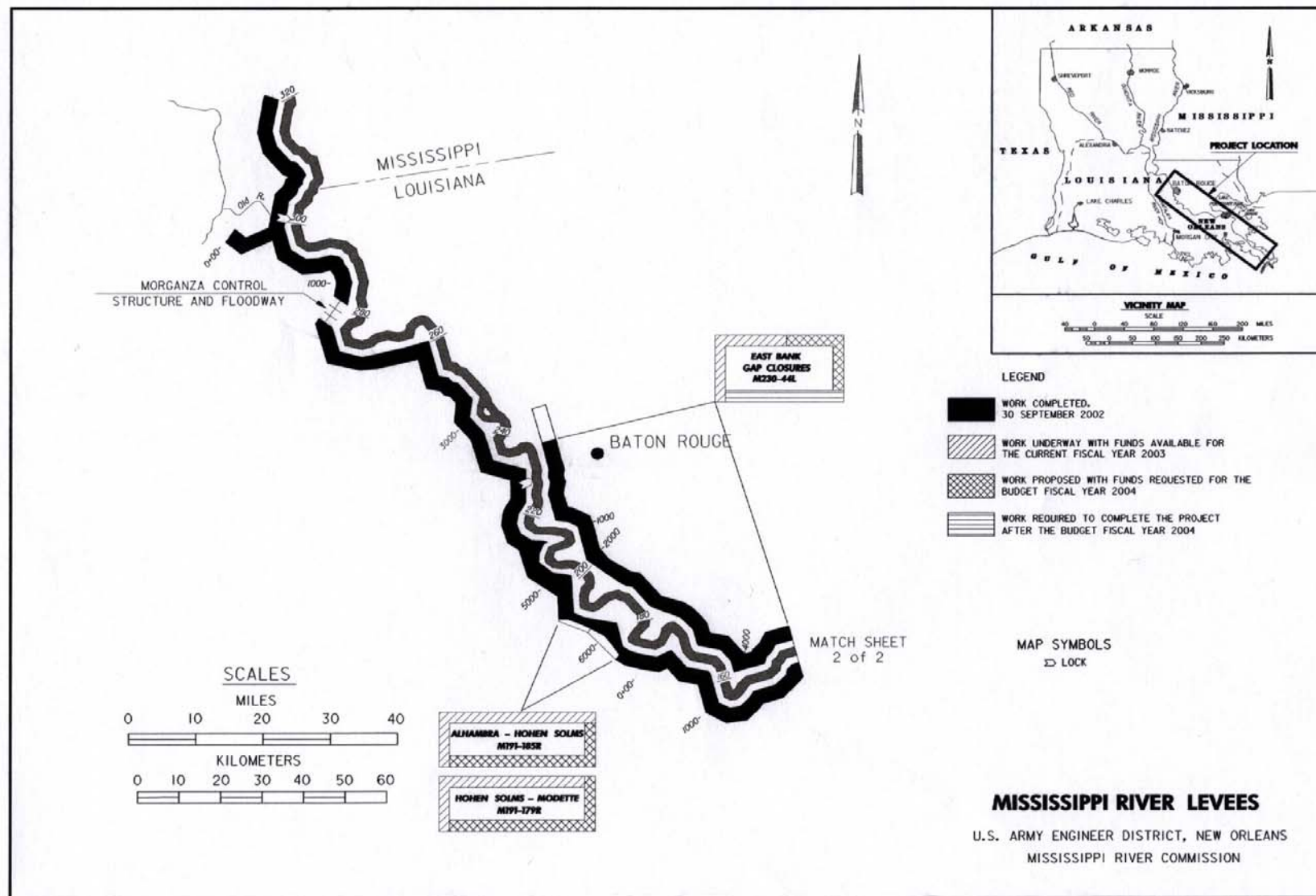
OTHER INFORMATION: Initial construction funds were appropriated in Fiscal Year 1928.



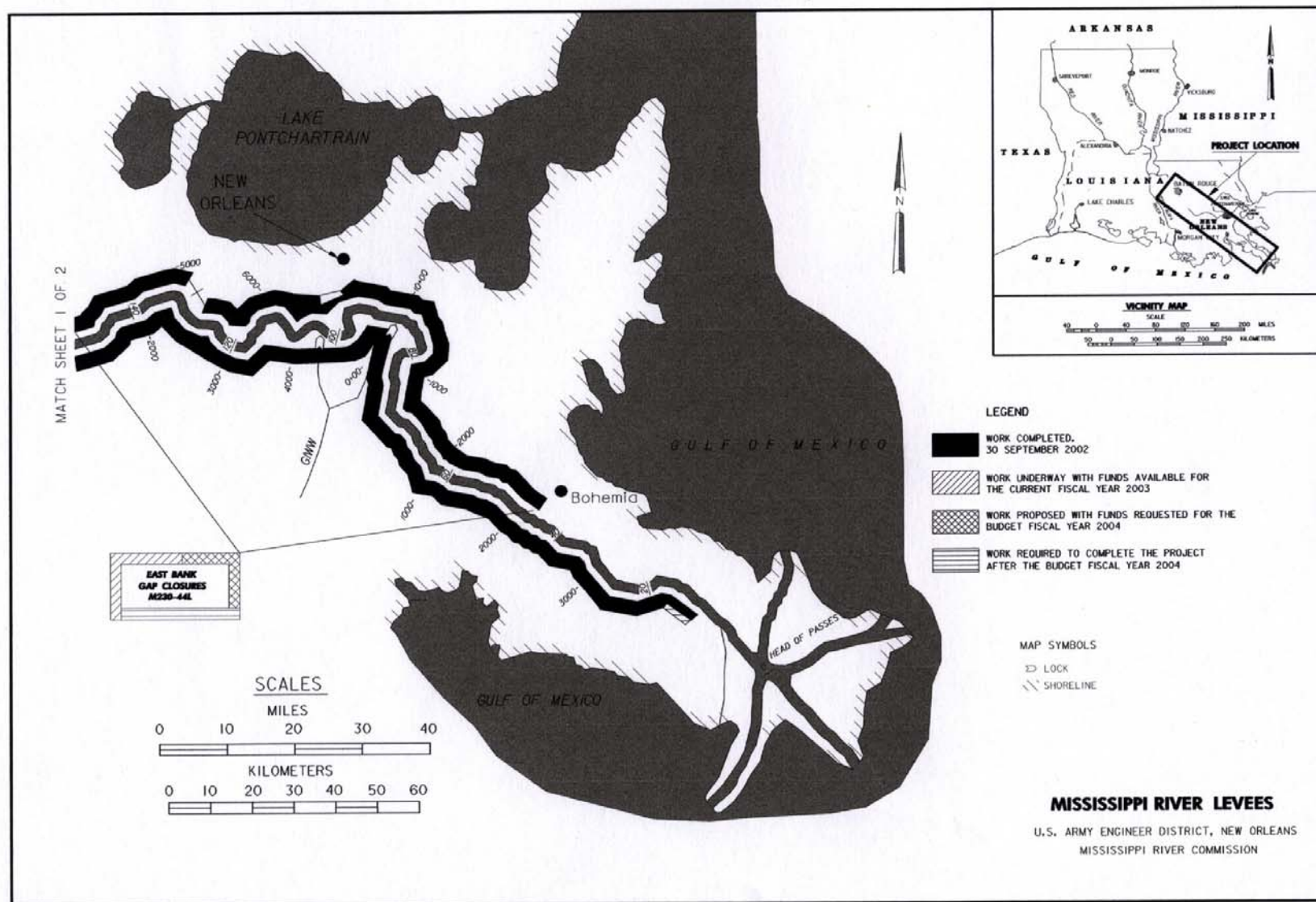








SHEET 1 OF 2



APPROPRIATION TITLE: Flood Control, Mississippi River and Tributaries, AR, IL, KY, LA, MS, MO and TN - Construction

PROJECT: Channel Improvement, Arkansas, Illinois, Kentucky, Louisiana, Mississippi, Missouri and Tennessee (Continuing)

LOCATION: The project is located in the Mississippi River and along its banks from the vicinity of Cairo, Illinois, to the Head of Passes, Louisiana, a distance of approximately 966 miles.

DESCRIPTION: The plan of improvement consists of stabilizing the banks of the river in a desirable alignment and obtaining the most efficient flow characteristics for it for flood control and navigation by means of revetments, dikes, foreshore protection, and improvement dredging. All work is programmed.

AUTHORIZATION: Flood Control Acts of 1928, 1936, 1938, 1941, 1944, 1962, 1965, 1966, and 1970.

REMAINING BENEFIT-REMAINING COST RATIO: 37.4 to 1 at 2-1/2 percent. The benefit-cost ratio is based on all features which comprise the Main Stem system of the Mississippi River and Tributaries project.

TOTAL BENEFIT-COST RATIO: 7.9 to 1 at 2-1/2 percent.

INITIAL BENEFIT-COST RATIO: This project feature of the Main Stem system was authorized in Fiscal Year 1928 and initial construction funds were provided in Fiscal Year 1928. The authorized comprehensive review of the Mississippi River and Tributaries project, contained in House Document 308/88/2, as updated to reflect 1965 conditions and price levels, is considered to be the base estimate for the Main Stem system. The benefit-cost ratio for the Main Stem components computed for the base estimate was 7.9 to 1.

BASIS OF BENEFIT-COST RATIO: Benefits are from the latest available evaluation approved in October 1979 at 1979 price levels. The latest comprehensive analysis was conducted in 1974. The 1979 analysis is the same as the 1974 analysis except that certain undocumented benefit categories were eliminated and 1979 prices were used.

SUMMARIZED FINANCIAL DATA			ACCUM PCT OF EST FED COST	STATUS (1 January 2003)	PCT CMPL	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost		\$3,963,000,000		Entire Project	TBD	TBD
Estimated Non-Federal Cost		\$ 1,900,000				
Cash Contributions	\$1,800,000					
Other Costs	100,000					
Total Estimated Project Cost		\$3,964,900,000				PHYSICAL DATA
Allocations to 30 September 2002		\$2,651,726,000		Lands and Damages		19,135 acres
Conference Allowance for FY 2003		TBD		Revetments		1,085 miles
Allocation for FY 2003		TBD		Dikes		339 miles
Allocations through FY 2003		TBD	TBD	Dredging		As required
				Foreshore Protection		160 miles
Allocation Requested for FY 2004		\$ 39,562,000	TBD	Pumping Station		1
Programmed Balance to Complete After FY 2004		TBD				
Unprogrammed Balance to Complete After FY 2004		0				

Mississippi River Commission

Memphis, Vicksburg, and
New Orleans Districts

Channel Improvement, AR, IL,
KY, LA, MS, MO, and TN

3 February 2003

264

JUSTIFICATION: The Channel Improvement Project is one of several Main Stem components, which together comprise the plan of improvement for the control of floods on the Mississippi River. The components are: Mississippi River Levees, Channel Improvement, South Bank Arkansas and South Bank Red River Levees, the Atchafalaya Basin, Atchafalaya Basin Floodway System, Old River, and a few miscellaneous items. Because the benefits of Channel Improvement derive from the way in which they operate together with the Main Stem components when the Mississippi River floods, the benefit-cost ratio is a composite one that covers the entire plan.

The Mississippi River, with a drainage area of about 1,245,000 square miles, has a wide range of flow, increasing from an approximate minimum of 90,000 cubic feet per second (675,000 gallons per second) to a maximum of 2,345,000 cubic feet per second (17,587,000 gallons per second) which occurred in 1927 at the latitude of Red River Landing. The project flood is 3,030,000 cubic feet per second (22,500,000 gallons per second). Part of the tremendous energy of this volume of flowing water is directed toward a relentless attack on the banks of the river, causing the unprotected banks to cave into the river. As this caving progresses, the attack becomes more direct, the bendway moves in toward the levee, and more sediment is placed in the river and deposited downstream in the form of a sandbar. This bar gradually builds out into the channel and deflects the river's attack to the opposite bank. As the cycle is repeated the river tends to meander and lengthen. Revetment is placed against the banks of the river at locations where mainline levees are being threatened with destruction or where unsatisfactory alignment and channel conditions are developing. Revetment serves a three-fold purpose in that the river is prevented from encroaching on the Main Stem levees, excess material is kept out of the stream, and a favorable channel alignment and depth are maintained. An objective of the plan is to preserve favorable alignments and efficient cross-sectional areas and to prevent the river from creating new meander patterns. In wide reaches of the river, dikes are used to contract the channel width so as to produce a single efficient channel for navigation and to insure the flood carrying capacity of the river. Chutes and secondary channels are controlled for the same purpose. Improvement dredging is employed to assist the river in removing natural obstructions which deflect the current into undesirable patterns of flow and to assist in developing an efficient channel. Foreshore protection is utilized to preserve the integrity of the Mississippi River Levees from attack by erosion of the batture. Erosion of the batture leads to steep slopes which, when undermined, result in considerable loss of batture and possible failure of the levee.

The value of lands and improvements protected by the Main Stem System authorized works against the design flood is \$145.0 billion in 2002 dollars. This consists of 226,000 residential acres which include the City of New Orleans, 45,000 acres of commercial lands, 10 million acres of agricultural lands, and 6.5 million acres of woodland and marshland. The area subject to flooding by project flood assuming no protective works is 22.7 million acres. The area that will be provided complete protection by the completed project is 15.1 million acres.

The maximum flood of record was the 1927 flood which overflowed about 26,000 square miles, caused the deaths of 214 people, rendered 637,000 people temporarily homeless, and caused property damages of \$347.0 million. This would be equivalent to \$11.0 billion in damages in 2002 prices.

The next flood of magnitude was the 1973 flood which overflowed 16,875 square miles (10.8 million acres), caused the death of 28 people, and displaced approximately 45,300 persons. The deaths and displacements of persons would have been significantly higher without the project in place. Without Federal projects, approximately 19.8 million acres would have been inundated. Total damages with existing projects in operation were \$643 million (1973 price levels). Damages without projects would have been \$11.3 billion and total damages prevented by projects amounted to \$10.6 billion. Expressed in 2002 prices, damages without the projects would have been \$39.7 billion and damages prevented would have been \$37.3 billion.

The benefit-cost ratio was derived by measuring the total benefits credited to those Main Stem components against their total cost. Average annual benefits for the composite of Main Stem features are as follows:

Annual Benefits	Amount
Flood Control	\$ 2,734,073,000
Navigation	884,704,000
Area Redevelopment	61,000
Recreation	3,434,000
Total	\$ 3,622,272,000

FISCAL YEAR 2004: The requested amount will be applied as follows:

Revetments	\$ 27,860,000
Dikes	11,702,000
Total	\$ 39,562,000

Revetments: The planned program consists of items of work for which funds will be required as follows:

Lands and Damages	\$ 90,000
Construction of Revetments	19,152,000
Cultural Resources	60,000
Planning, Engineering, and Design	7,798,000
Supervision and Administration	760,000
Total	\$ 27,860,000

The items of revetment work are:

Approximate length in feet:

Island 8, KY	3,000
Old Town, AR	2,000
Cedar Point-Densford, TN	1,500
Bauxippi Wyanoke, AR	3,000
Sarah Island-Opossum Point, MS-LA	1,000
Belle Island, MS-LA	1,000
Grand Gulf, MS	800
Ashland, MS-LA	1,250
Reinforcement	3,800

Dikes: The planned dike work consists of the following items:

Moore Island, MO	\$ 490,000
Below Williams, KY	210,000
Caruthersville-Linwood Bend, MO	490,000
Drivers Bar, TN	1,990,000
Hatchie Towhead, TN	40,000
Terrene, MS	1,400,000
Walnut Point, MS	1,196,000
Waterproof, LA	2,755,000
Lands and Damages	20,000
Cultural Resources	21,000
Planning, Engineering, and Design	2,200,000
Supervision and Administration	890,000
Total	\$ 11,702,000

NON-FEDERAL COST: In accordance with Section 4 of the Flood Control Act of 1944, as amended by Section 207 of the Flood Control Act of 1962, the non-Federal sponsor must comply with the requirements listed below:

Requirements of Local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation and Replacement Costs
Provide lands, easements, rights-of-way, and borrow and excavated or dredged material disposal area.	\$ 100,000	
Pay one-half of the separable costs allocated to recreation (except recreational navigation) and bear all costs of operation, maintenance, and replacement of recreation facilities.	1,800,000	\$ 175,760
Total Non-Federal Costs	\$ 1,900,000	\$ 175,760

STATUS OF LOCAL COOPERATION: Assurances furnished by the Missouri Department of Conservation for the Dorena Recreation Facility were accepted 27 August 1971; assurances furnished by the Tennessee Department of Conservation for the Richardson Landing Recreation Facility were accepted 3 September 1976; and assurances furnished by the City of Memphis, Tennessee, for Volunteer Bicentennial Park were accepted 11 September 1975. Assurances furnished by the City of Osceola, Arkansas, for Lake Neark, Arkansas, are embodied in the contract for cost sharing approved on 19 September 1982. A Local Cooperation Agreement for the Ed Jones Boat Ramp with the State of Tennessee was signed 27 October 1988. A Local Cooperation Agreement for the Shelby Forest Boat Ramp with the State of Tennessee was signed 11 October 1990. A Local Cooperation Agreement for the Dyersburg, Tennessee, Boat Ramp with the State of Tennessee was signed 11 July 1994.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal cost estimate of \$3,963,000,000 is a decrease of \$1,000,000 from the latest estimate (\$3,964,000,000) presented to Congress (FY 2003). This change includes the following items:

Item	Amount
Price Escalation on Construction Features	\$ - 2,090,000
Post Contract Award and Other Estimating Adjustments	1,221,000
Price Escalation on Real Estate	- 131,000
Total	\$ -1,000,000

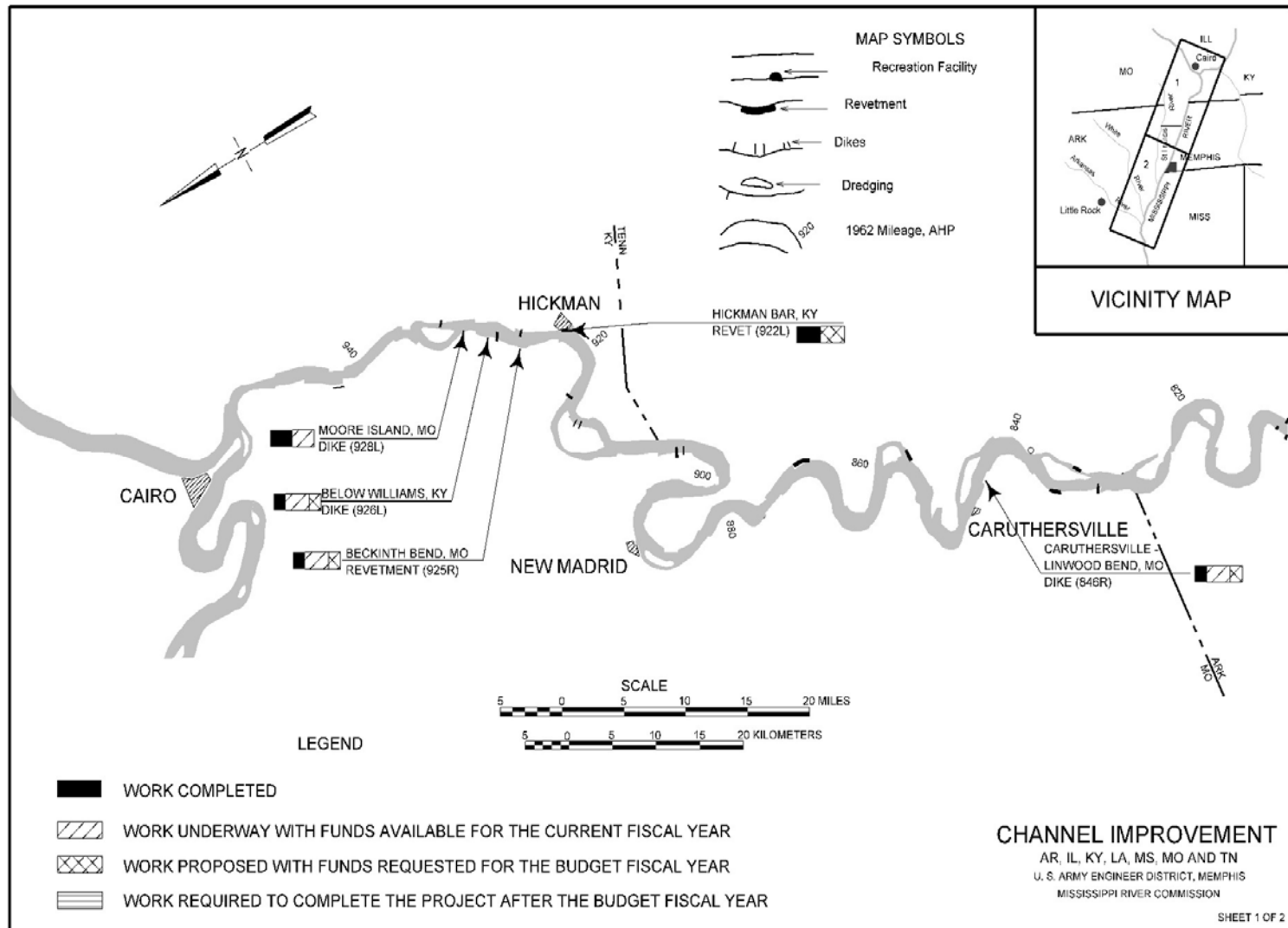
STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The Final Environmental Impact Statement was filed with the Council on Environmental Quality on 16 April 1976.

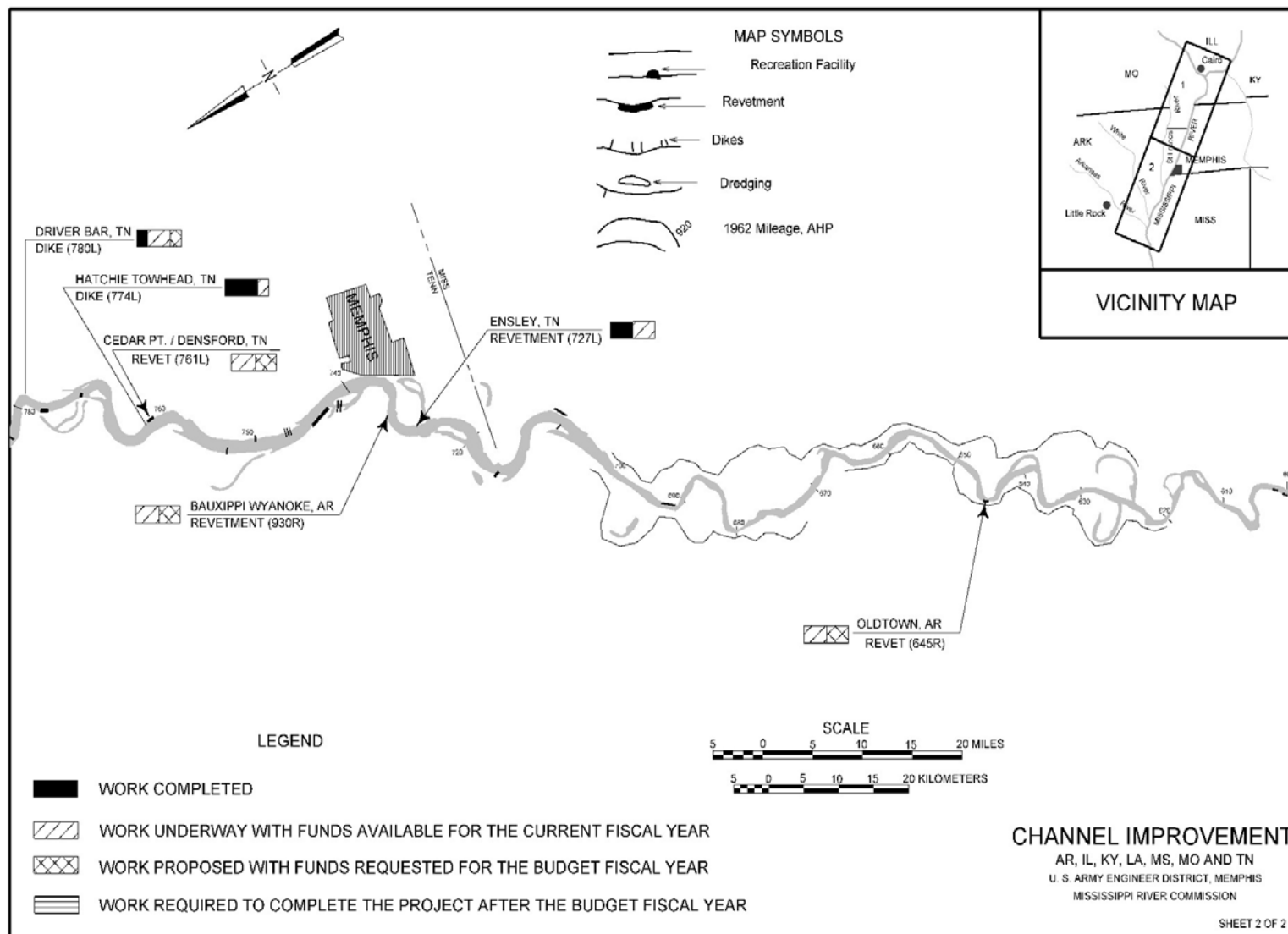
OTHER INFORMATION: Initial construction funds were appropriated in Fiscal Year 1928.

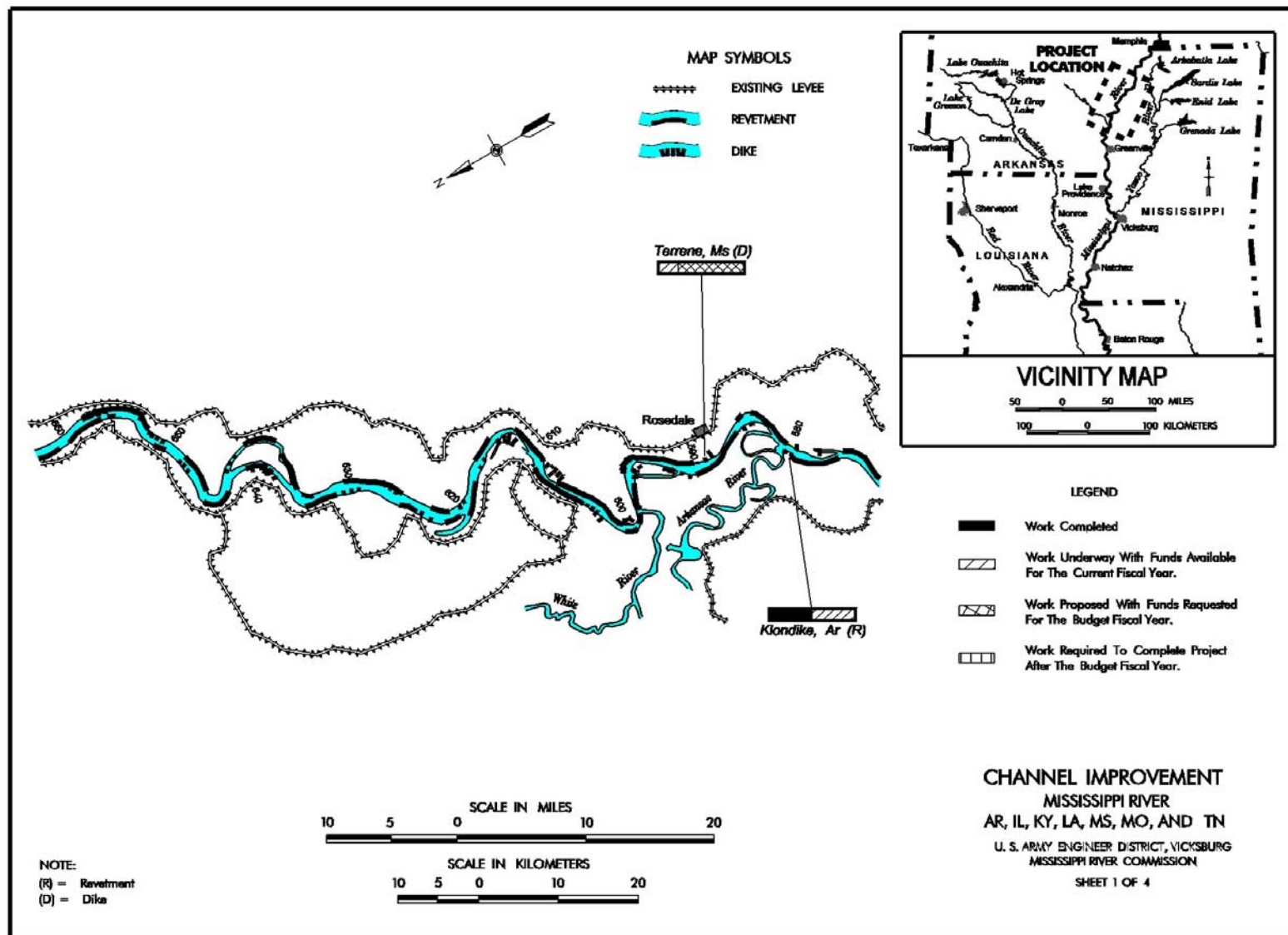
Mississippi River Commission

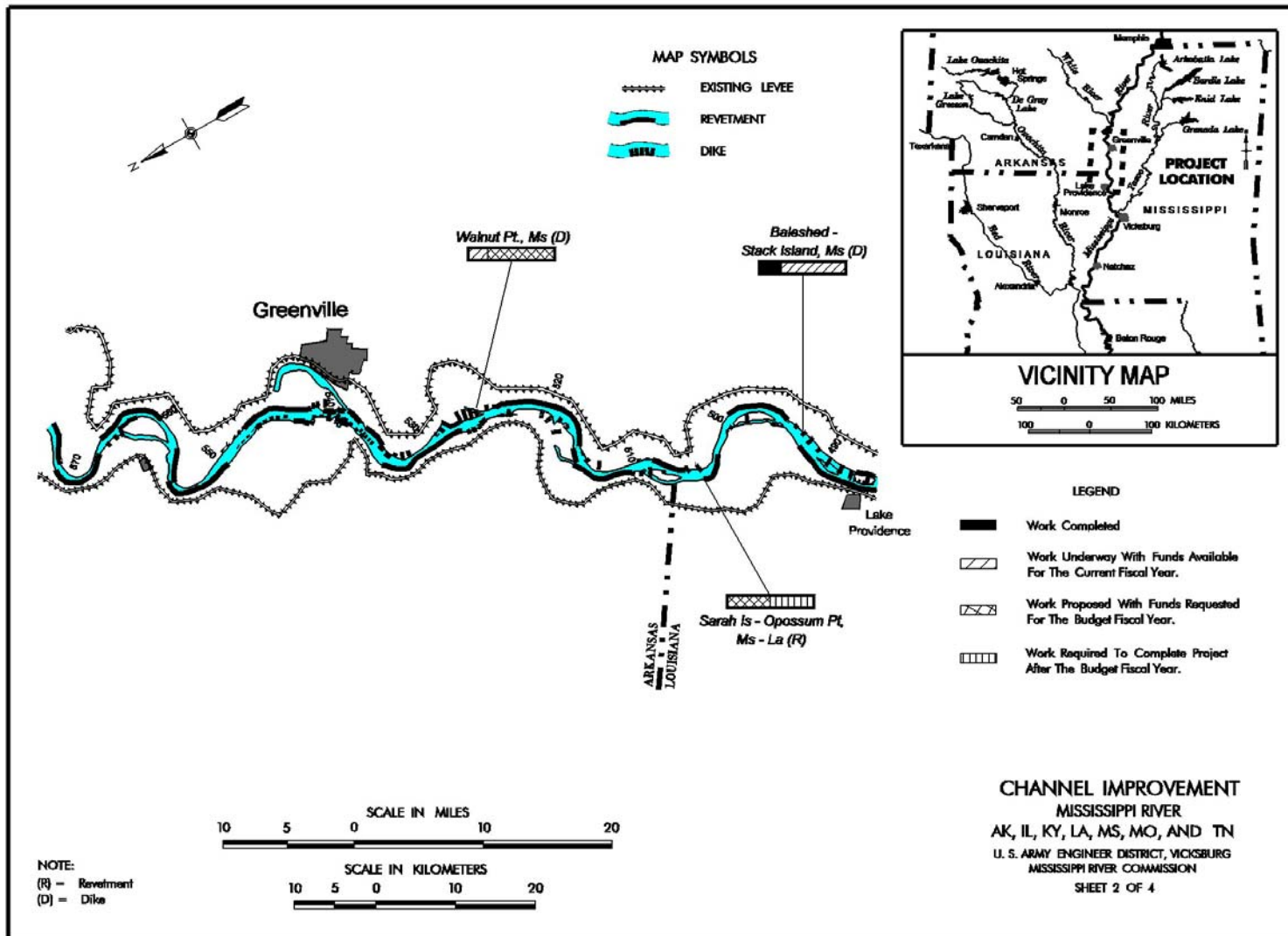
Memphis, Vicksburg, and
New Orleans Districts

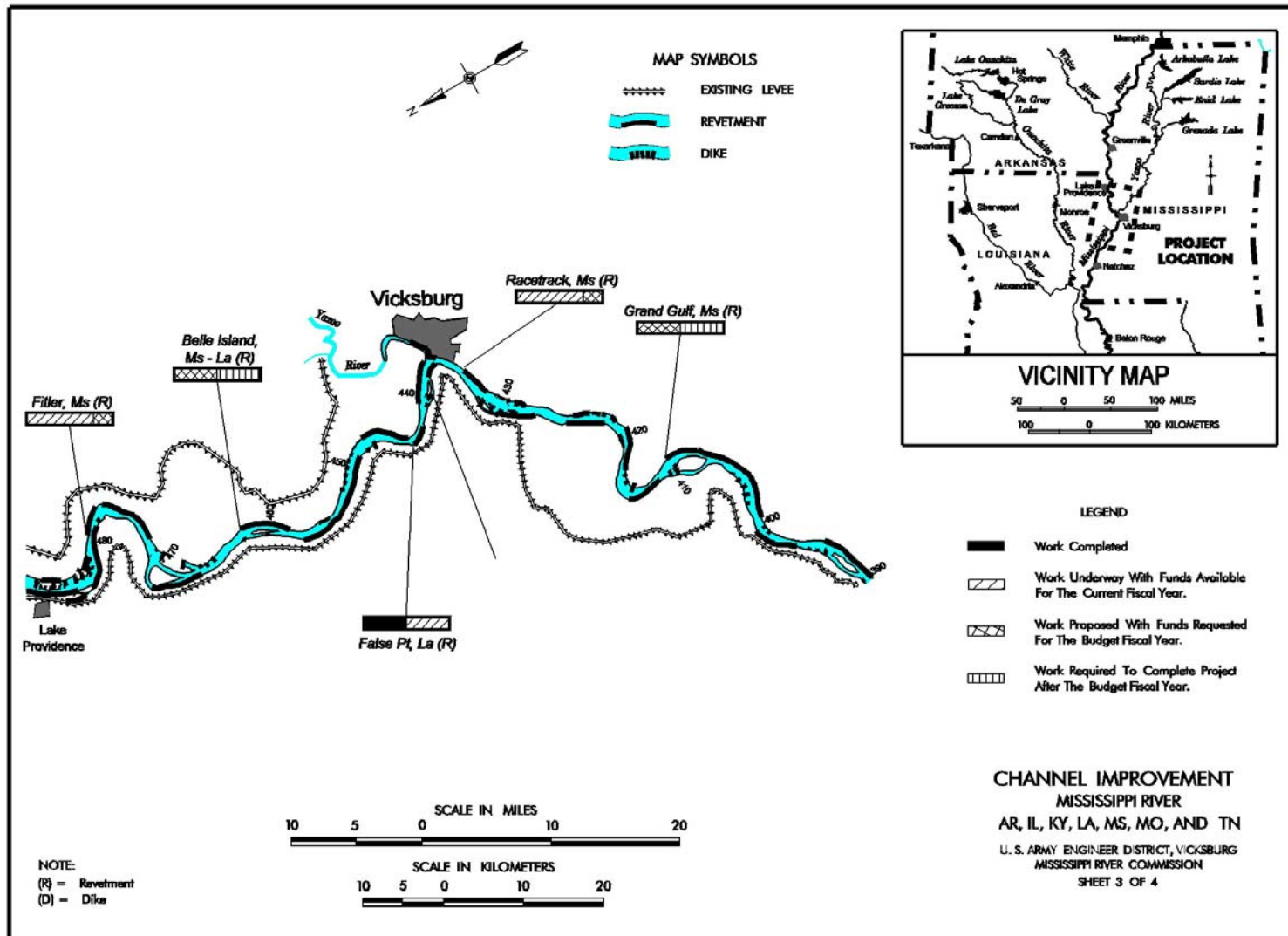
Channel Improvement, AR, IL,
KY, LA, MS, MO, and TN

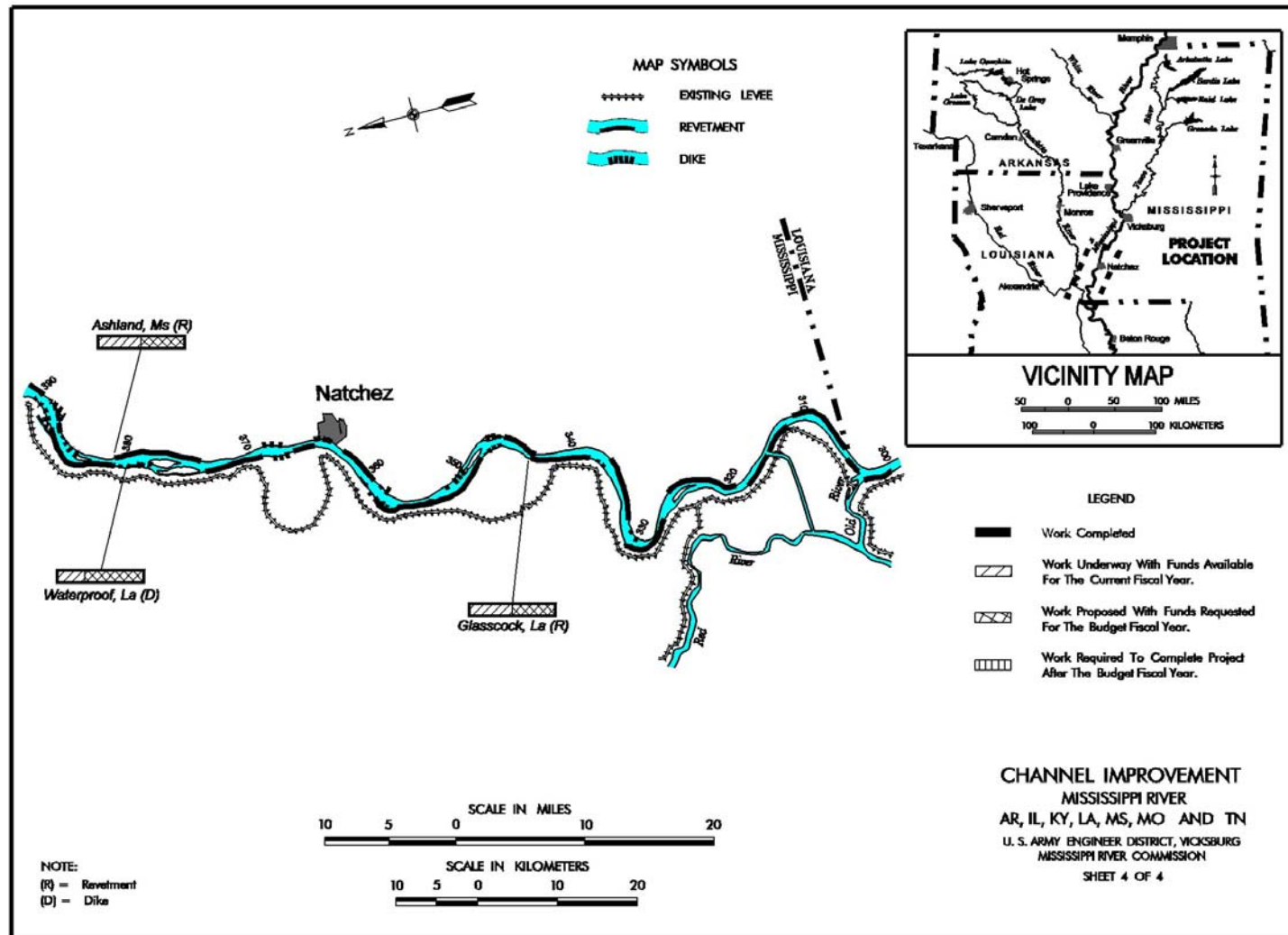


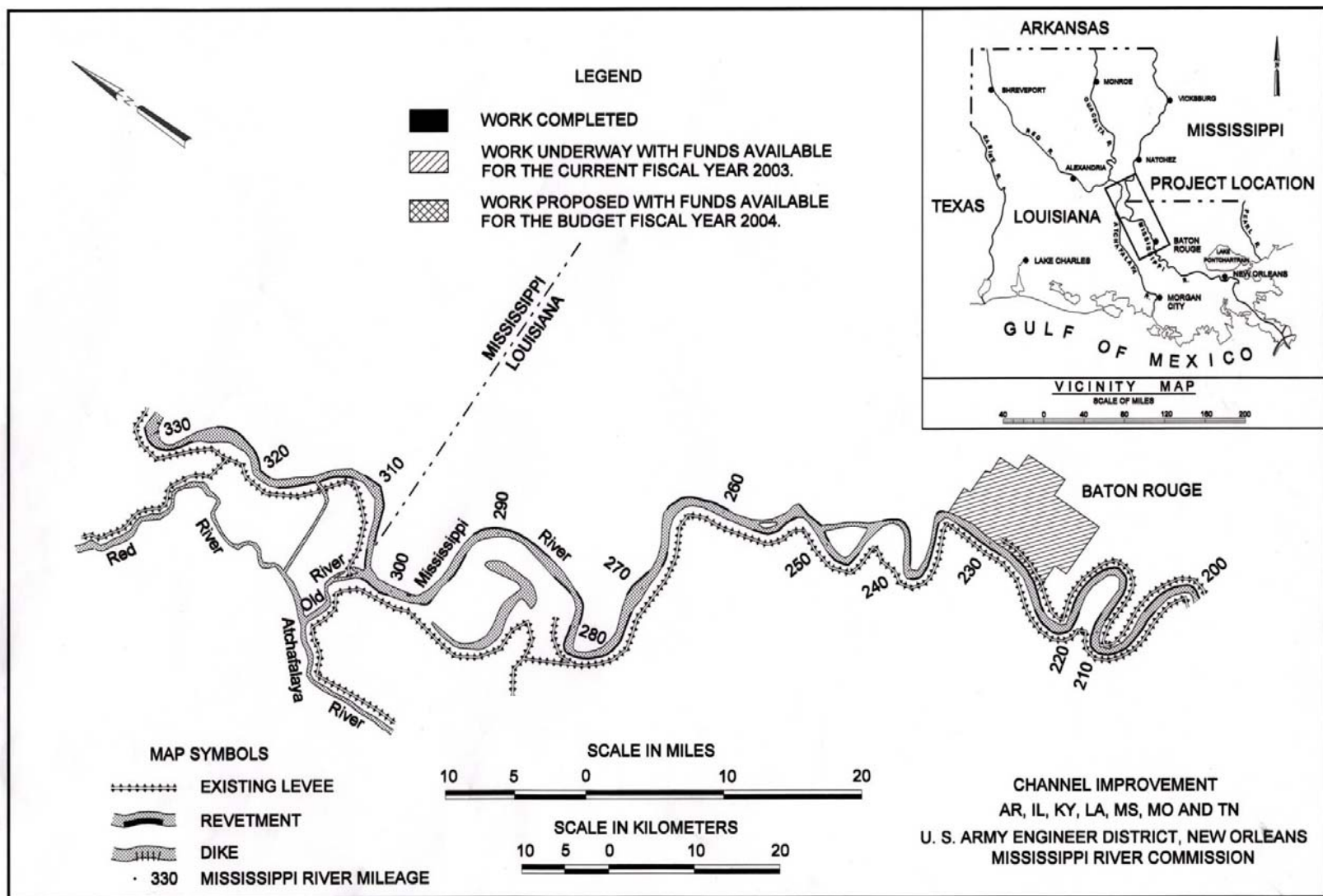




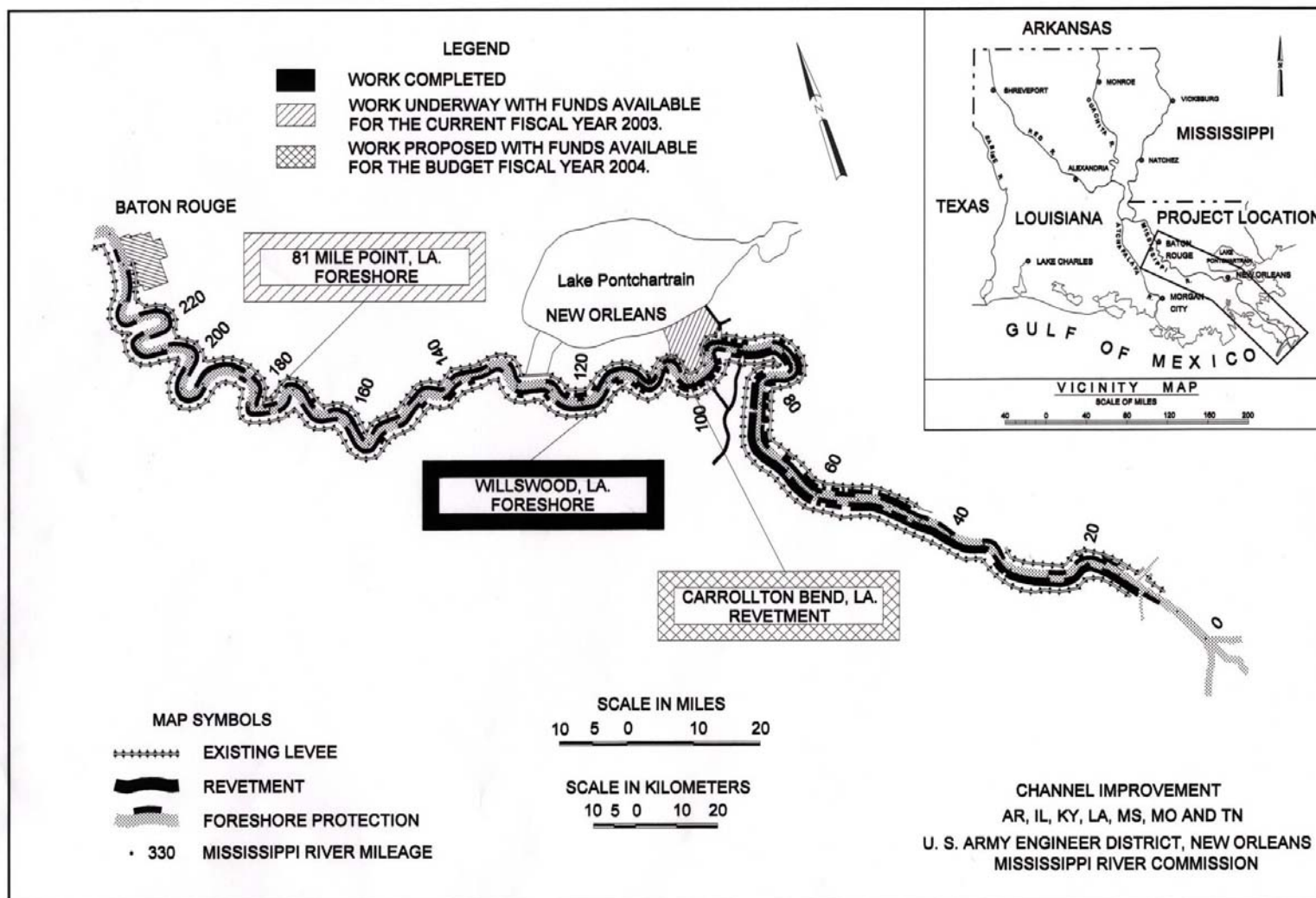








SHEET 1 OF 2



SHEET 2 OF 2

APPROPRIATION TITLE: Flood Control, Mississippi River and Tributaries, AR, IL, KY, LA, MS, MO, and TN - Construction

PROJECT: Atchafalaya Basin, Louisiana (Continuing)

LOCATION: The project is located in south-central Louisiana below the latitude of Old River and west of and generally paralleling the Mississippi River. The Atchafalaya River flows through the middle of the basin.

DESCRIPTION: The plan of improvement consists of a leveed floodway about 15 miles wide and 110 miles long that extends generally from the latitude of Old River to the Gulf of Mexico. The upper half of the basin is divided by the leveed Atchafalaya River. The Morganza Floodway is to the east of the Atchafalaya River and has a capacity of 600,000 cubic feet per second, which is introduced into the floodway by a gated control structure. The West Atchafalaya Floodway, which is located to the west of the river, is placed into operation when the fuse plug sections are overtopped bringing flows from the river that will introduce 900,000 cubic feet per second into the lower basin. After passing through the floodways, the flood waters enter the Gulf of Mexico through the Lower Atchafalaya River at Morgan City and the Wax Lake Outlet channel constructed west of Patterson, Louisiana. The project is part of a system and all work is programmed.

AUTHORIZATION: Flood Control Acts of 1928, 1934, 1936, 1938, 1941, 1946, 1950, 1954.

REMAINING BENEFIT - REMAINING COST RATIO: 37.4 to 1 at 2-1/2 percent. The benefit-cost ratio is based on all features which comprise the Main Stem System of the Mississippi River and Tributaries project.

TOTAL BENEFIT - COST RATIO: 7.9 to 1 at 2-1/2 percent.

INITIAL BENEFIT - COST RATIO: This project feature of the Main Stem system was authorized in Fiscal Year 1928 and initial construction funds were provided in Fiscal Year 1928. The authorized comprehensive review of the Mississippi River and Tributaries project, contained in House Document 308/88/2, as updated to reflect 1965 conditions and price levels, is considered to be the base estimate for the Main Stem system. The benefit-cost ratio for the Main Stem components computed for the base estimate was 7.9 to 1.

BASIS OF BENEFIT - COST RATIO: Benefits are from latest available evaluation approved in October 1979 at 1979 price levels. The latest comprehensive analysis was conducted in 1974. The 1979 analysis is the same as the 1974 analysis except that certain undocumented benefit categories were eliminated and 1979 prices were used.

SUMMARIZED FINANCIAL DATA		ACCUM PCT OF EST FED COST	STATUS: (1 January 2003)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost	\$1,790,000,000		Entire Project	TBD	TBD
Estimated Non-Federal Cost	11,000,000				
Cash Contributions	\$2,500,000				
Other Costs	8,500,000				
Total Estimated Project Cost	\$1,801,000,000				
Allocations to 30 September 2002	\$ 915,762,000				
Conference Allowance for FY 2003	TBD				
Allocation for FY 2003	TBD				
Allocations through FY 2003	TBD	TBD			
Allocation Requested for FY 2004	\$ 14,075,000	TBD			
Programmed Balance to Complete after FY 2004	TBD				
Unprogrammed Balance to Complete after FY 2004	0				

PHYSICAL DATA

Levees:

Average Height - 20 feet
Length - 449 miles

Relocations:

Roads - 15 miles
Railroads - 20 miles

Drainage Structures:

Pointe Coupee	2 gates, 10.5 by 15 feet
Melville	2 - 72-inch corrugated metal pipe with vertical lift gate
Darbonne	10-foot by 10-foot barrel with vertical lift gate
Bayou des Glaises	72-inch corrugated metal pipe with flap gate
Bayou Courtableau	2 weirs, 503 feet long
Brushy Bayou	5-foot by 6-foot barrel with vertical lift gate
Bayou Courtableau	5-barrel, each 10 feet by 15 feet with vertical lift gate
Wax Lake East	25 pipes, 5 feet in diameter with slide gates
Wax Lake West	15 pipes, 5 feet in diameter with slide gates

Lands and Damages:

289,212 acres

Pumping Stations:

Number - 11
Capacity - Minimum - 50 cubic feet per second
Maximum - 1,500 cubic feet per second
Average - 400 cubic feet per second

Bank Stabilization:

Length - 58 miles

Floodgates:

Charenton - Sector-gated, 45 feet wide
East Calumet - Sector-gated, 45 feet wide
West Calumet - Sector-gated, 45 feet wide

Channels:

Length: 147.1 miles

Locks:

Bayou Boeuf, 75 feet by 1,156 feet, earth chamber
Bayou Sorrel, 56 feet by 797 feet, earth chamber
Berwick, 45 feet by 300 feet, concrete chamber

Atchafalaya River Navigation:

New Channel-10.1 miles

Freshwater Control Structure:

Sherburne - dual 10-foot by 10-foot reinforced
concrete box culverts with gates
Henderson - dual 10-foot by 10-foot reinforced
concrete box culverts with gates

JUSTIFICATION: The Mississippi River below Morganza Floodway is capable of carrying 1,500,000 cubic feet per second without threatening the integrity of the lesser populated levees along its banks which protect densely populated areas, highly developed agricultural lands, industries, and the City of New Orleans, as well as a number of communities. Studies indicate that the project flood against which the flood control protection works are designed could be of such magnitude that 3,030,000 cubic feet per second will pass the latitude of Old River. Since the Mississippi River below the Morganza Floodway can carry only one-half this amount, the other one-half must be diverted from the main channel. The diversion is made through the Old River Control Structure, the Old River Auxiliary Structure, and the Atchafalaya River, and through the Morganza and West Atchafalaya Floodways. In order to prevent diverted waters from spreading over the rich and highly developed agricultural lands within the Atchafalaya Basin, these rivers and floodways have been leveed to confine the diverted flow.

This floodway system is, for all practical purposes, a part of the main river system, in as much as the integrity of the main river system depends upon its utilization. Since this construction began, farms and industries have developed in the areas adjacent to the floodway assuming that they would receive protection. Therefore, overtopping or crevassing of the levees would cause far more damage than anticipated at the start of project construction. The main protection levees in the lower reaches are deficient because of consolidation of the soft underlying soils, especially those below the latitude of Krotz Springs, LA. Early construction of these levees to the approved grade is essential, not only for flood protection, but as a means of access for the movement of manpower and equipment to any spot threatened by floods.

The Atchafalaya Basin project is one of several Main Stem components, which together comprise the plan of improvement for the control of floods on the Mississippi River. The components are: Mississippi River Levees, Channel Improvement, South Bank Arkansas and South Bank Red River Levees, the Atchafalaya Basin, Atchafalaya Basin Floodway System, Old River, and a few miscellaneous items. Because the benefits of the Atchafalaya Basin derive from the way in which they operate together with the other Main Stem components when the Mississippi River floods, the benefit-cost ratio is a composite one that covers the entire plan.

The value of lands and improvements protected by authorized works against the design flood is \$145.0 billion in 2002 dollars. This consists of 226,000 residential acres which include the City of New Orleans, 45,000 acres of commercial lands, 10 million acres of agricultural lands, and 6.5 million acres of woodland and marshland. The area subject to flooding by project flood assuming no protective works is 22.7 million acres. The area that will be provided complete protection by the completed project is 15.1 million acres.

The maximum flood of record was the 1927 flood which overflowed about 26,000 square miles, caused the deaths of 214 people, rendered 637,000 people temporarily homeless, and caused property damages of \$347.0 million. This would be equivalent to \$11.0 billion damages in 2002 prices.

The next flood of magnitude was the 1973 flood which overflowed 16,875 square miles (10.8 million acres), caused the death of 28 people, and displaced approximately 45,300 persons. The deaths and displacements of persons would have been significantly higher without the project in place. Without Federal projects, approximately 19.8 million acres would have been inundated. Total damages with existing projects in operation were \$643 million (1973 price levels). Damages without projects would have been \$11.3 billion and total damages prevented by projects amount to \$10.6 billion. Expressed in 2002 prices, damages without the projects would have been \$39.7 billion and damages prevented would have been \$37.3 billion.

The benefit-cost ratio was derived by measuring the total benefits credited to those Main Stem components against their total cost. Average annual benefits for the composite of Main Stem features are as follows:

Annual Benefits	Amount
Flood Control	\$ 2,734,073,000
Navigation	884,704,000
Area Redevelopment	61,000
Recreation	3,434,000
Total	\$ 3,622,272,000

FISCAL YEAR 2004: The requested amount will be applied as follows:

Continue:

Todd Levee Enlargement and Pump Station	\$ 757,000
Bank Stabilization	890,000
Melville Front and Ring Levee	1,028,000
Krotz Springs Front and Ring Levee	1,075,000
E69/E73 Levee Enlargement, 2 nd Lift	697,000
W52 Levee Enlargement, 2 nd Lift	635,000
West Bayou Sale Maryland North Bend Levee Enlargement	1,460,000
Wax Lake Outlet West Levee Enlargement	426,000
Lands and Damages	100,000
Surveys and Layouts	65,000
Planning, Engineering and Design	5,442,000
Supervision and Administration	1,500,000
Total	\$14,075,000

NON-FEDERAL COST: In accordance with the Flood Control Act of 15 May 1928, the non-Federal sponsor must comply with the requirements listed below.

	Payments During Construction and Reimbursements	Annual Operation, Maintenance, and Replacement Costs
Requirements of Local Cooperation		
Bear the administrative costs for furnishing rights-of-way for levee and levee drainage construction; purchase maintenance equipment; and perform miscellaneous levee work.	\$ 1,110,000	0
Agree to accept lands turned over to them under the provision of Section 4 of the Flood Control Act of 15 May 1928, and as provided in the Flood Control Act of 18 August 1941.	0	0
Bear costs for and maintain all flood control works after their completion, except controlling and regulating spillway structures, including special levees; maintenance includes normally such matters as cutting grass, removal of weeds, local drainage and minor repairs to the levees.	0	\$3,700,000
For the Upper Point Coupee Loop Area, provide an interior drainage system and comply with the applicable provisions of the Uniform Relocations Assistance and Real Property Acquisition Policies Act of 1970, PL 91-646, approved 2 January 1971, and comply with the provision of Section 221 of the Flood Control Act of 1970, PL 91-611.	7,390,000	0
The State of Louisiana, through the Department of Transportation and Development as the local sponsor, will provide a voluntary 25% cost share for the planning, design, and construction of the interim protection for floodproofing of riverfront businesses in Morgan City and Berwick.	2,500,000	0
Total Non-Federal Costs	\$11,000,000	\$3,700,000

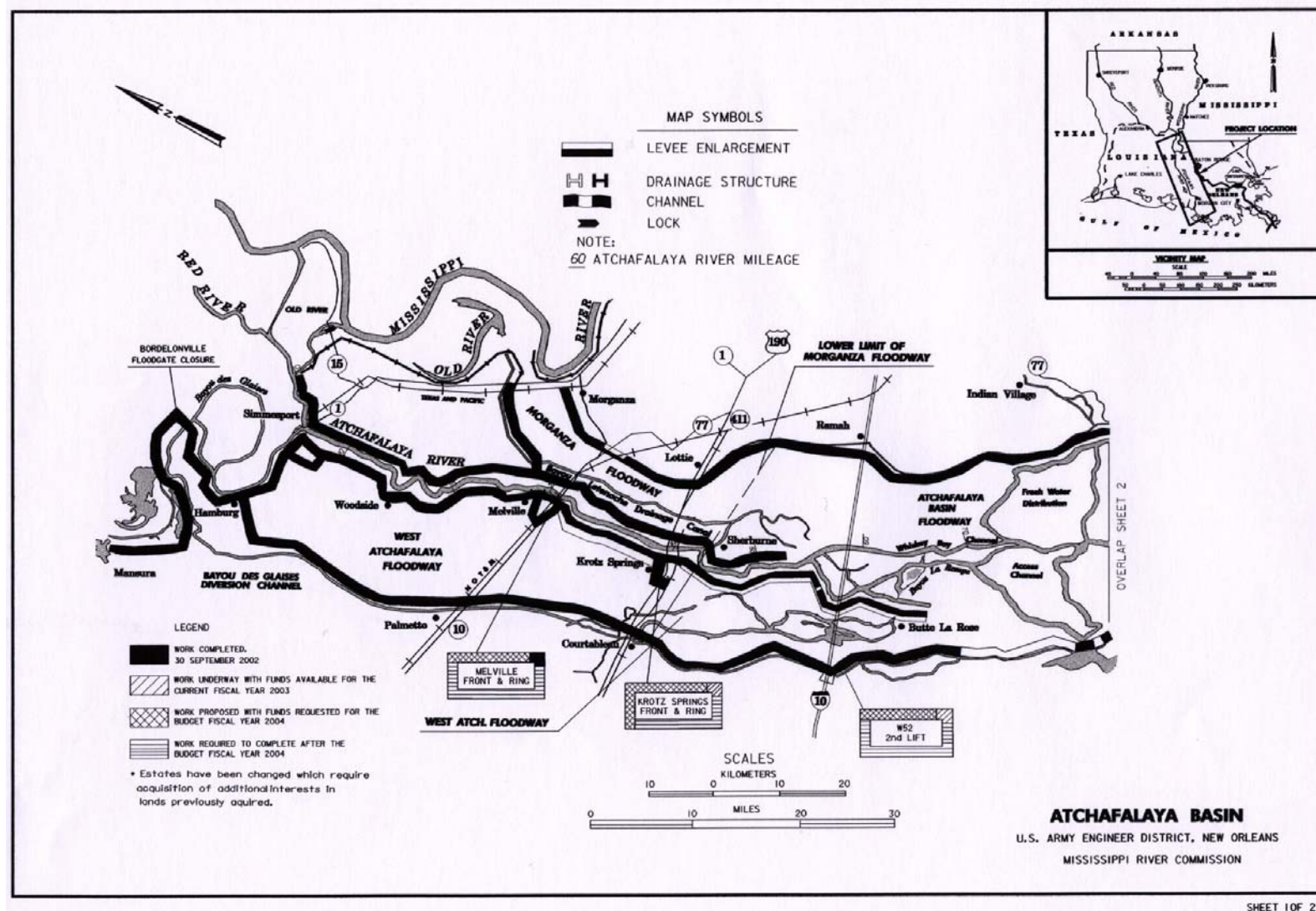
STATUS OF LOCAL COOPERATION: Necessary assurances for maintaining the project have been furnished by the Atchafalaya Basin Levee District; Red River, Atchafalaya and Bayou Boeuf Levee District; St. Mary Parish Government; Pointe Coupee Parish Police Jury; and the towns of Berwick and Morgan City, LA. These agencies are furnishing all requirements of local cooperation necessary for meeting present project schedules.

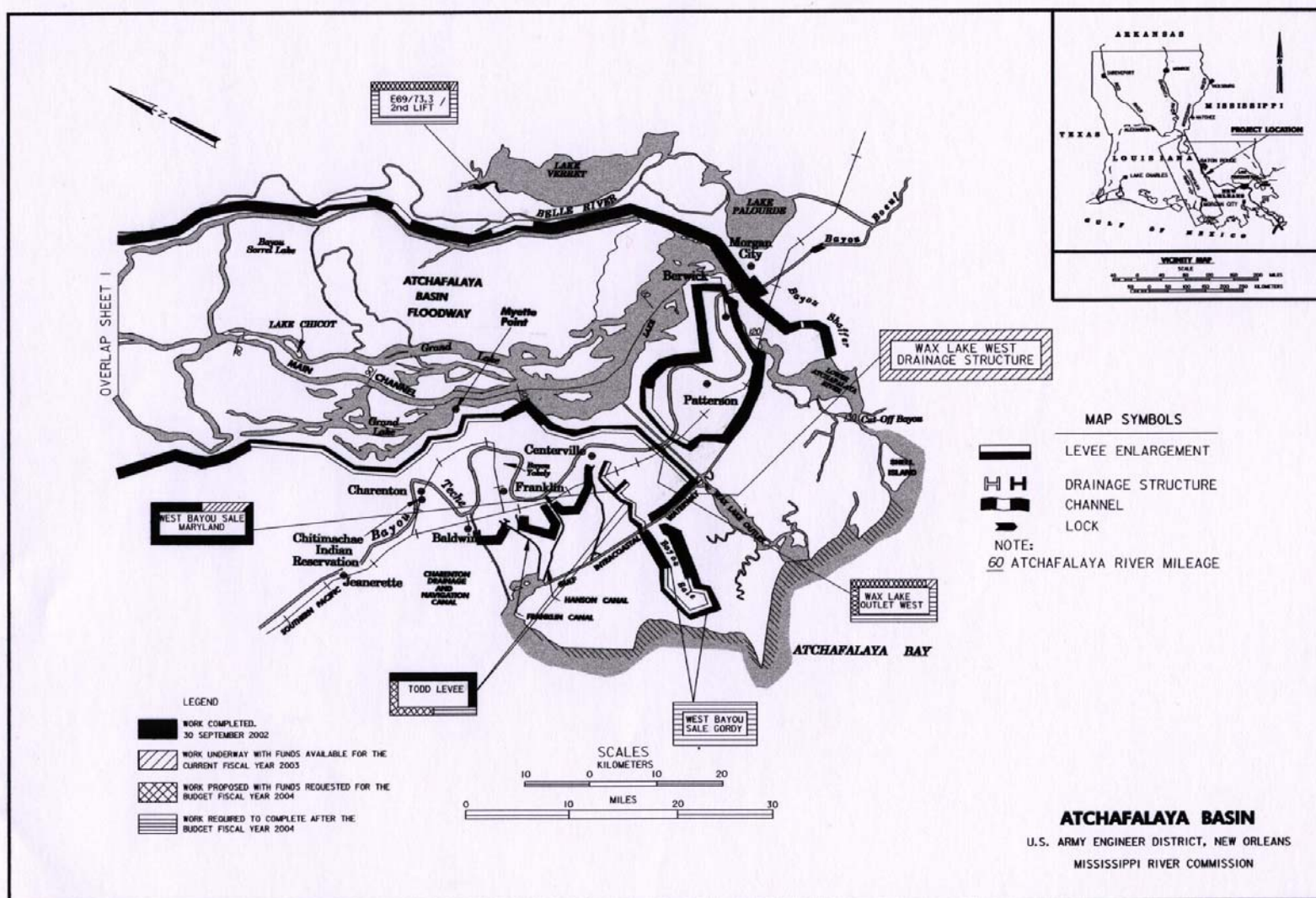
COMPARISON OF FEDERAL COST ESTIMATES: The current Federal cost estimate of \$1,790,000,000 is a decrease of \$11,000,000 from the latest estimate (\$1,801,000,000) presented to Congress (Fiscal Year 2003). This change includes the following items:

Item	Amount
Price Escalation on Construction Features	\$ -5,867,000
Design Changes	-2,091,000
Post Contract Award and Other Estimating Adjustments	+2,091,000
Price Escalation on Real Estate	-5,133,000
Total	\$ -11,000,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The final Environmental Impact Statement was filed with the Environmental Protection Agency on 20 August 1982. The final Environmental Impact Statement for the Upper Pointe Coupee Loop Area was filed with the Council on Environment Quality on 11 June 1976.

OTHER INFORMATION: Funds to initiate construction were appropriated in 1928.





APPROPRIATION TITLE: Flood Control, Mississippi River and Tributaries, AR, IL, KY, LA, MS, MO, and TN - Construction

PROJECT: Atchafalaya Basin Floodway System, Louisiana (Continuing)

LOCATION: The project is located in south-central Louisiana and encompasses 595,000 acres in an area bounded on the north by south right-of-way line of the Union Pacific Railroad (just south of US Hwy 19); on the south by Morgan City; and on the east and west by the East and West Atchafalaya Basin Protection Levees.

DESCRIPTION: The plan of improvement consists of acquisition of real estate interest, excluding minerals, in the Lower Atchafalaya Floodway for flood control purposes, environmental protection purposes, developmental control purposes, and public access; acquisition of real estate interest, excluding minerals, in the Lower Atchafalaya Floodway, for recreation developmental purposes and construction of several campgrounds, boat launching ramps, visitor's center, other recreational facilities and initial construction of two pilot water management units, including construction of miscellaneous canal closures and water circulation improvements, and implementation of future units at the discretion of the Chief of Engineers. These project features will be implemented in accordance with the cost-sharing and financing concepts reflected in the Water Resources Development Act of 1986. All work is programmed.

AUTHORIZATION: Supplemental Appropriations Act, 1985; Water Resources Development Act, 1986; Energy and Water Development Appropriations Act, 1988; Energy and Water Development Appropriations Act, 1991; Energy and Water Development Appropriations Act, 1997; and Water Resources Development Act, 2000.

REMAINING BENEFIT-REMAINING COST RATIO: 37.4 to 1 at 2-1/2 percent. The benefit-cost ratio is based on all features which comprise the Main Stem system of the Mississippi River and Tributaries project.

TOTAL BENEFIT-COST RATIO: 7.9 to 1 at 2-1/2 percent.

INITIAL BENEFIT-COST RATIO: This project is a feature of the Main Stem system which was authorized in Fiscal Year 1928. Initial funds for the acquisition of real estate interests for flood control, developmental control, environmental protection, and public access were provided in 1985. The authorized comprehensive review of the Mississippi River and Tributaries project, contained in House Document 308/88/2, as updated to reflect 1965 conditions and price levels, is considered to be the base estimate for the Main Stem system. The benefit-cost ratio for the Main Stem components computed for the base estimate was 7.9 to 1.

BASIS OF BENEFIT-COST RATIO: Benefits are from the latest available evaluation approved in October 1979 at 1979 price levels. The latest comprehensive analysis was conducted in 1974. The 1979 analysis is the same as the 1974 analysis except that certain undocumented benefit categories were eliminated and 1979 prices were used.

SUMMARIZED FINANCIAL DATA		ACCUM PCT OF EST FED COST	STATUS (1 January 2003)	PCT CMPL	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost	\$202,000,000		Land Acquisition	TBD	TBD
Estimated Non-Federal Cost	\$ 30,134,000		Recreation	TBD	TBD
Cash Contribution	\$27,000,000		Management Units	TBD	TBD
Other Costs	3,134,000		Entire Project	TBD	TBD
Total Estimated Project Cost	\$232,134,000		PHYSICAL DATA		
Allocations to 30 September 2002	\$ 96,528,000		Lands and Damages: 388,000 Acres		
Conference Allowance for FY 2003	TBD		Relocations: 2 Pipelines		
Allocation for FY 2003	TBD		Recreational Facilities		
Allocations through FY 2003	TBD	TBD	3 campgrounds – developed		
			7 campgrounds – primitive		
			15 2-lane boat launching ramps		
			1 Visitors Center		
Allocation Requested for FY 2004	\$7,768,000	TBD	Water Management Units		
Programmed Balance to Complete after FY 2004	TBD		Miscellaneous canal closures and		
Unprogrammed Balance to Complete after FY 2004	0		water circulation channels		

JUSTIFICATION: The Atchafalaya Basin Floodway System features result from a comprehensive study with a view to developing a plan for the management and preservation of the water and related land resources of the Atchafalaya River Basin, Louisiana, which would include provisions for reductions of siltation, improvement of water quality, and possible improvements of the area for commercial and sport fishing. The features of the Atchafalaya Basin Floodway System are compatible with the current flood control plan, and include real estate acquisition of lands, flowage easements, and developmental control easements in the floodway south of Krotz Springs, Louisiana, to ensure unhampered use of the floodway during major floods; and environmental protection easements to protect the basin's environmental resources. Provision of additional public access and several campgrounds, boat launching ramps, visitors center, and other recreational facilities are also authorized. The water management units feature involves making use of distinct hydrologics within the floodway to restore historical overflow conditions and thereby enhance aquatic ecosystem productivity.

The Atchafalaya Basin Floodway System is one of several Main Stem components, which together comprise the plan of improvement for the control of floods on the Mississippi River. The components are: Mississippi River Levees, Channel Improvement, South Bank Arkansas and South Bank Red River Levees, the Atchafalaya Basin, Atchafalaya Basin Floodway System, Old River, and a few miscellaneous items. Because the benefits of the Atchafalaya Basin Floodway

System derive from the way in which they operate together with the other Main Stem components when the Mississippi River floods, the benefit-cost ratio is a composite one that covers the entire plan.

The value of lands and improvements protected by authorized works against the design flood is \$145.0 billion in 2002 dollars. This consists of 226,000 residential acres which include the City of New Orleans, 45,000 acres of commercial lands, 10 million acres of agricultural lands, and 6.5 million acres of woodland and marshland. The area subject to flooding by project flood assuming no protective works is 22.7 million acres. The area that will be provided complete protection by the completed project is 15.1 million acres.

The maximum flood of record was the 1927 flood which overflowed about 26,000 square miles, caused the deaths of 214 people, rendered 637,000 people temporarily homeless, and caused property damages of \$347.0 million. This would be equivalent to \$11.0 billion damages in 2002 prices.

The next flood of magnitude was the 1973 flood which overflowed 16,875 square miles (10.8 million acres), caused the death of 28 people, and displaced approximately 45,300 persons. The deaths and displacements of persons would have been significantly higher without the project in place. Without Federal projects, approximately 19.8 million acres would have been inundated. Total damages with existing projects in operation were \$643 million (1973 price levels). Damages without projects would have been \$11.3 billion and total damages prevented by projects amounted to \$10.6 billion. Expressed in 2002 prices, damages without the projects would have been \$39.7 billion and damages prevented would have been \$37.3 billion.

The benefit-cost ratio was derived by measuring the total benefits credited to those Main Stem components against their total cost. Average annual benefits for the composite of Main Stem features are as follows:

Annual Benefits	Amount
Flood Control	\$ 2,734,073,000
Navigation	884,704,000
Area Redevelopment	61,000
Recreation	3,434,000
Total	\$ 3,622,272,000

FISCAL YEAR 2004: The requested amount will be applied as follows:

Continue:	
Buffalo Cove (Management Unit)	\$ 2,000,000
Lands and Damages	4,108,000
Planning, Engineering and Design:	
Lands Acquisition	300,000
Management Units	1,000,000
Recreation	200,000
Supervision and Administration	160,000
Total	\$ 7,768,000

NON-FEDERAL COST: In accordance with the cost-sharing and financing concepts reflected in the Water Resources Development Act of 1986, the non-Federal sponsor must comply with the requirements listed below.

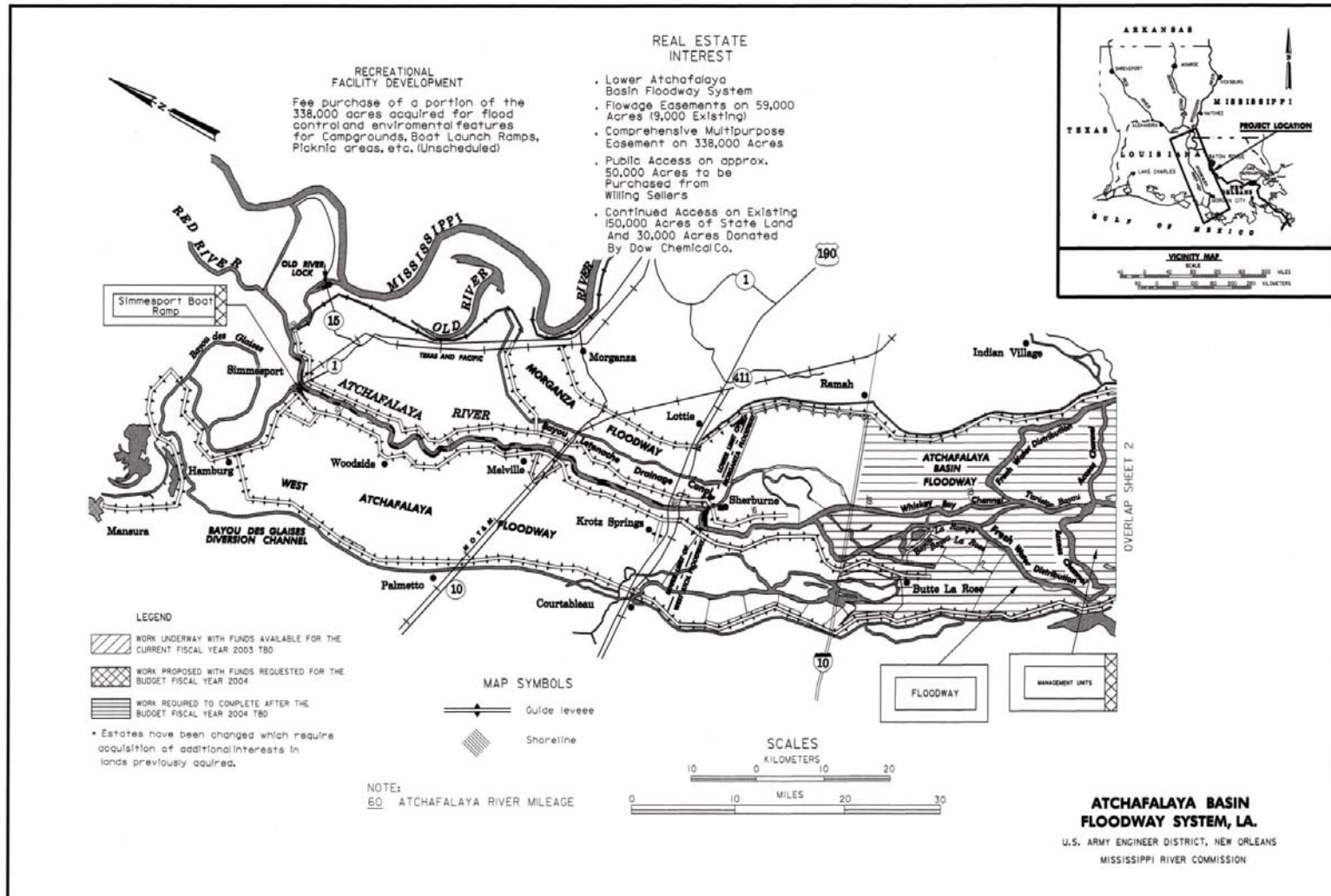
	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation and Replacement Costs
Requirements of Local Cooperation		
Pay one-half of the separable cost allocated to recreation and bear all costs of operation, maintenance, and replacements of recreation facilities.	\$ 27,000,000	\$ 520,500
Provide lands, easements, rights-of-way, and dredged material disposal areas for recreation.	3,134,000	0
Pay 25 percent of operation and maintenance of Water Management Units.	0	17,700
Total Non-Federal Costs	\$ 30,134,000	\$ 538,200

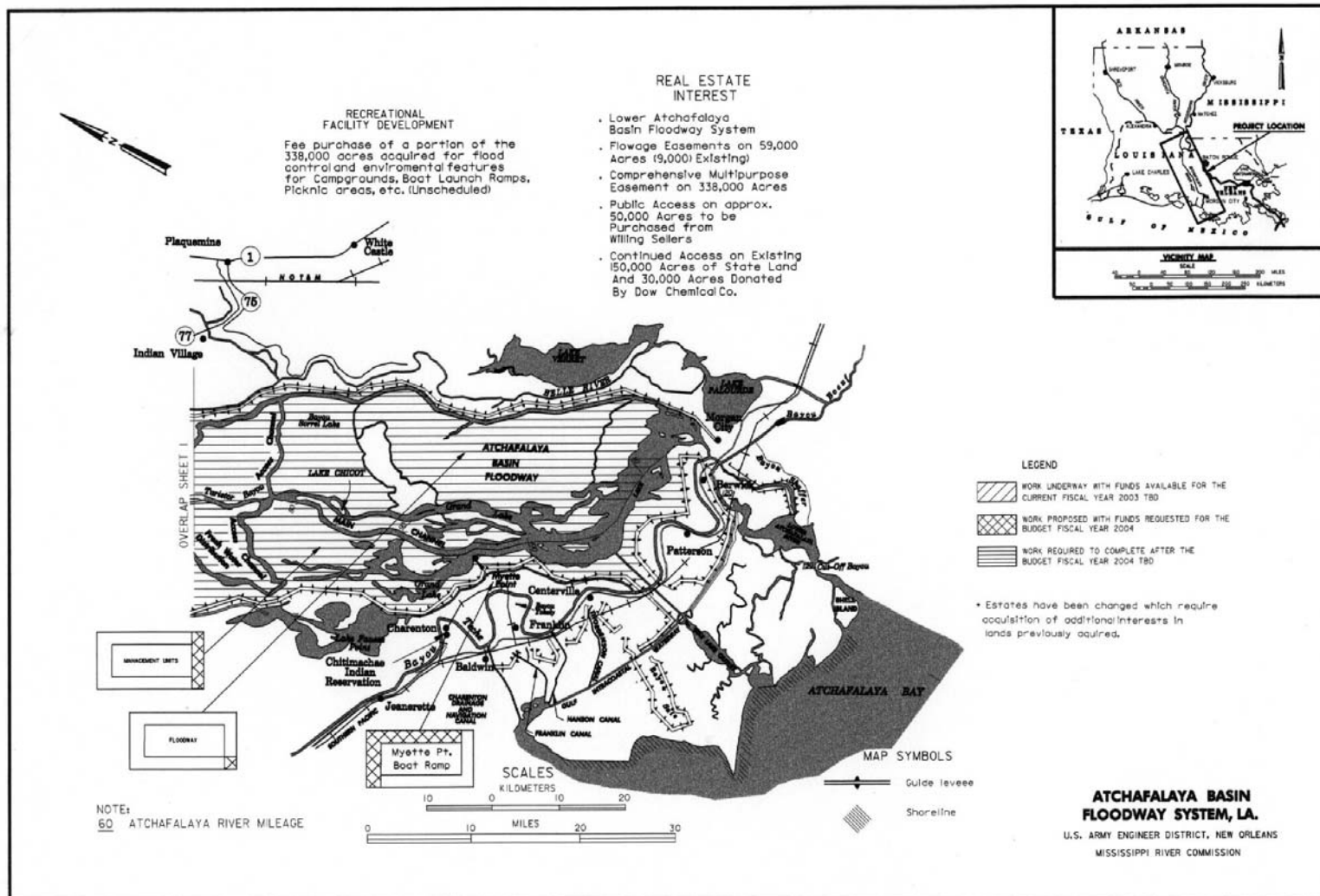
STATUS OF LOCAL COOPERATION: The Avoyelles Parish Police Jury is the non-Federal sponsor for the Simmesport Boat Ramp. The State of Louisiana has provided a letter of intent supporting the recreation feature of the project and agrees to its cost sharing requirements. The State designated the Department of Natural Resources to be the lead State agency to represent the State in the implementation of the project and to negotiate all contracts, agreements, and project cooperation agreements (except Simmesport Boat Ramp) with the Corps.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal cost estimate of \$202,000,000 is the same as last presented to Congress (Fiscal Year 2003).

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The final Environmental Impact Statement was filed with the Environmental Protection Agency on 20 August 1982.

OTHER INFORMATION: Funds to initiate construction were appropriated in Fiscal Year 1985.





SHEET 2 OF 2

APPROPRIATION TITLE: Flood Control, Mississippi River and Tributaries, AR, IL, KY, LA, MS, MO and TN - Construction

PROJECT: Francis Bland Floodway Ditch (Eight Mile Creek), Arkansas (Continuing)

LOCATION: The project is located in Greene and Craighead Counties in northeastern Arkansas approximately 90 miles northwest of Memphis, Tennessee. The City of Paragould, Arkansas, is drained by the Francis Bland Floodway Ditch.

DESCRIPTION: The project provides for 12.4 miles of channel improvement. There are 4.4 miles within the city limits of Paragould, Arkansas. The remaining 8.0 miles provide a downstream outlet for the city. All work is programmed.

AUTHORIZATION: 1985 Supplemental Appropriations Act and the Water Resources Development Act of 1986.

REMAINING BENEFIT-REMAINING COST RATIO: 6.3 to 1 at 8-7/8 percent.

TOTAL BENEFIT-COST RATIO: 1.2 to 1 at 8-7/8 percent.

INITIAL BENEFIT-COST RATIO: 1.3 to 1 at 8-7/8 percent (FY 1986).

BASIS OF BENEFIT-COST RATIO: Benefits are from the latest available reevaluation approved in January 1995 at 1993 price levels.

SUMMARIZED FINANCIAL DATA			STATUS (1 January 2003)	PCT CMPL	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost		\$11,200,000	Entire Project	TBD	TBD
Estimated Non-Federal Cost		6,700,000			
Cash Contributions	\$ 922,000				
Other Costs	5,778,000				
Total Estimated Project Cost		\$17,900,000	PHYSICAL DATA		
			Lands and Damages: 180 acres Commercial/Residential		
			Relocations:		
			Roads 7 bridges		
			Railroads 2 bridges		
			Channels 12.4 miles		

SUMMARIZED FINANCIAL DATA (Continued)		ACCUM PCT OF EST FED COST
Allocations to 30 September 2002	\$5,947,000	
Conference Allowance for FY 2003	TBD	
Allocation for FY 2003	TBD	
Allocations through FY 2003	TBD	TBD
Allocation Requested for FY 2004	2,050,000	TBD
Programmed Balance to Complete After FY 2004	TBD	
Unprogrammed Balance to Complete After FY 2004	0	

JUSTIFICATION: Francis Bland Floodway Ditch (Eight Mile Creek) provides drainage primarily for the City of Paragould, Arkansas. A 100-year flood would cause expected annual damages of \$1,869,200 (October 2002 price levels). The project will provide 100-year protection in the urban area of Paragould and maintain current 3-year protection levels in the downstream rural area. Flooding impacts 1,750 residential and commercial structures and contents within the 100-year flood plain. The structure and contents have a value of approximately \$177,573,700 (October 2002 price levels). Total damage from a 100-year flood is estimated at approximately \$13,744,400 (October 2002 price levels). Average annual damage for such properties with project is \$187,100 (October 2002 price levels). Flooding has occurred to some extent on an annual basis. Major floods occurred in 1973, 1974, 1980, and 1991. The plan of improvement addresses the need for flood damage reduction without significant detriment to the natural environment. Total annual average benefits (1993 price levels), all for flood control, are \$2,260,000.

FISCAL YEAR 2004: The requested amount will be applied as follows:

Continue:	
Item 2, Phase I, Urban Channel Enlargement	\$ 1,227,000
Item 2, Phase 2, Urban Channel Enlargement	290,000
Item 2, Union Pacific Railroad Relocation	321,000
Planning, Engineering and Design	172,000
Supervision and Administration	40,000
Total	\$ 2,050,000

NON-FEDERAL COST: In accordance with the cost sharing and financial concepts reflected in the Water Resources Development Act of 1986, the non-Federal sponsor must comply with the requirements listed below:

	Payments During Construction And Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, And Replacement Costs
Requirements of Local Cooperation		
Provide lands, easements, rights-of-way, and dredged material disposal areas.	\$4,613,000	---
Modify or relocate buildings, utilities, roads, bridges (except railroad bridges) and other facilities where necessary in the construction of the project.	1,165,000	---
Pay 5 percent of the costs allocated to flood control to bring the total non-Federal share of flood control costs to 25 percent, and bear all costs of operation, maintenance, repair, rehabilitation and replacement of flood control facilities.	922,000	\$21,100
Total Non-Federal Costs	\$6,700,000	\$21,100

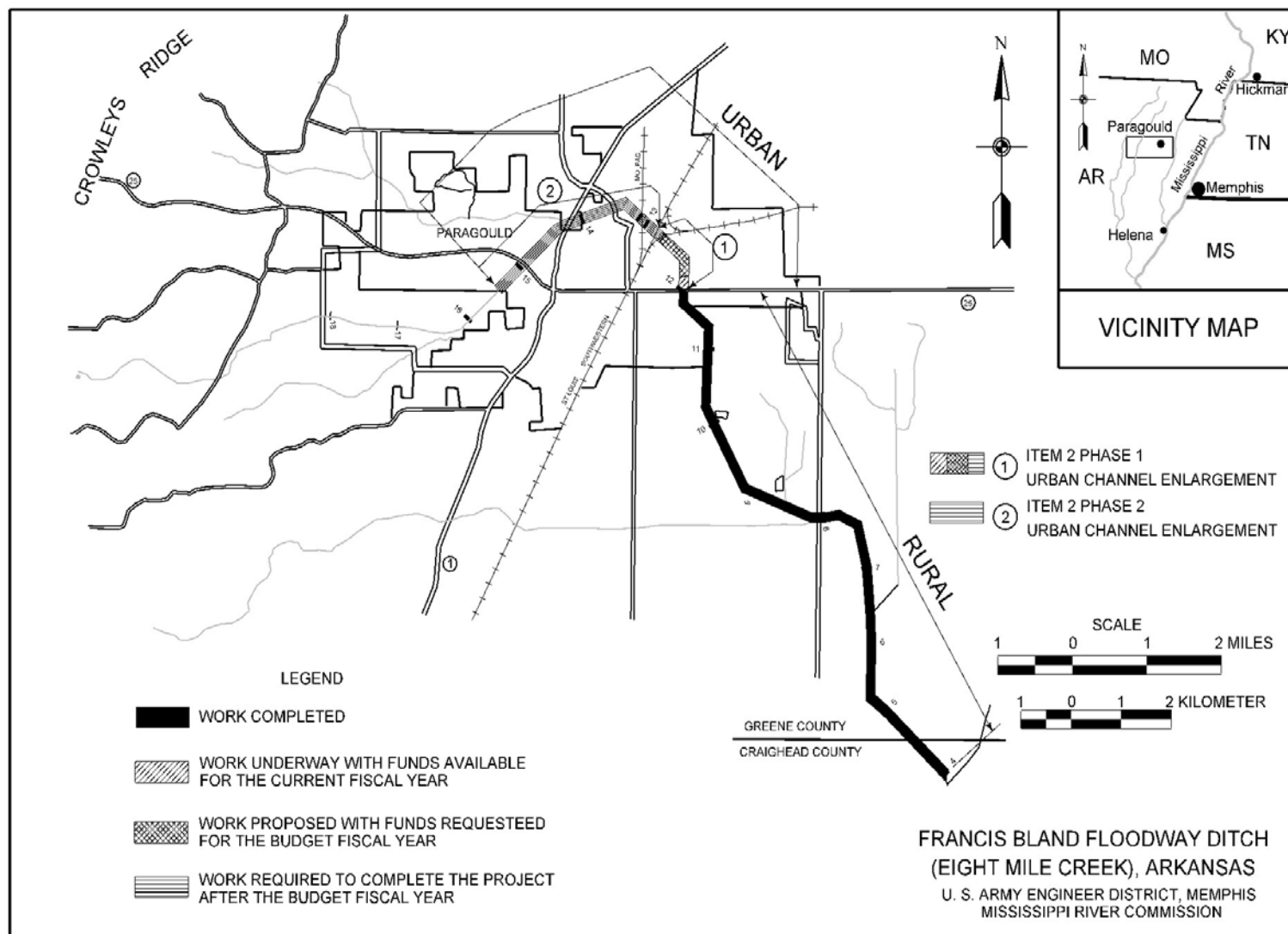
STATUS OF LOCAL COOPERATION: City officials have identified sufficient funds in current annual tax revenue, which can be used to meet project cash contributions and other requirements. The Arkansas Soil and Water Conservation Commission is the sponsor with the City of Paragould, Arkansas as the sub-party. The Project Cooperation Agreement with the Arkansas Soil and Water Commission was executed on 28 June 1996.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal cost estimate of \$11,200,000 is an increase of \$400,000 from the latest estimate (\$10,800,000) presented to Congress (FY 2003). This change includes the following items.

Item	Amount
Price Escalation on Construction Features	\$ 400,000
Total	\$ 400,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: An environmental assessment/Finding of No Significant Impact (FONSI) was completed as part of the August 1988 General Design Memorandum. A cultural resources field survey indicates that some cultural resource sites are located in the project vicinity. The project will not impact any of the sites. There are no endangered species in the project area. Water quality certification has been granted by the State of Arkansas.

OTHER INFORMATION: Funds to initiate preconstruction engineering and design and construction were appropriated in Fiscal Year 1986.



APPROPRIATION TITLE: Flood Control, Mississippi River and Tributaries, AR, IL, KY, LA, MS, MO and TN - Construction

PROJECT: Helena and Vicinity, Arkansas – (Continuing)

LOCATION: The project is located in Phillips County in east-central Arkansas, approximately 60 miles south of Memphis, Tennessee.

DESCRIPTION: The project is an urban flood control project. The plan of improvement consists of 1.41 miles of channel improvement within the city limits of Helena, Arkansas. The plan includes 0.69 miles of earthen channel enlargement at the south end of the city limits, 0.19 miles of open concrete channel enlargement and 0.53 miles of underground concrete box culverts. This plan of improvement would provide approximately a 25-year level of protection for the downtown business district of the City of Helena and for the adjacent residential community. All work is programmed.

AUTHORIZATION: Water Resources Development Act of 1986.

REMAINING BENEFIT-REMAINING COST RATIO: 9.6 to 1 at 7-3/8 percent.

TOTAL BENEFIT-COST RATIO: 1.2 to 1 at 7-3/8 percent.

BASIS OF BENEFIT-COST RATIO: Benefits are from the Helena and Vicinity, Arkansas, General Reevaluation Report dated January 1995 at October 1992 price levels.

SUMMARIZED FINANCIAL DATA			ACCUM PCT OF EST FED COST	STATUS (1 January 2003)	PCT CMPL	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost						
Estimated Non-Federal Cost		\$10,300,000		Entire Project	TBD	TBD
Cash Contributions	\$ 619,000	3,100,000				
Other Costs	2,481,000					
Total Estimated Project Cost		\$13,400,000				
						PHYSICAL DATA
Allocations to 30 September 2002		\$ 6,889,000				Lands and Damages: 17 acres
Conference Allowance for FY 2003		TBD				Relocations: 2 bridges and 50 utilities
Allocation for FY 2003		TBD				Channels: 1.41 miles
Allocations through FY 2003		TBD	TBD			
Allocation Requested for FY 2004		2,180,000	TBD			
Programmed Balance to Complete after FY 2004		TBD				
Unprogrammed Balance to Complete after FY 2004		0				

Mississippi River Commission

Memphis District

Helena & Vicinity, Arkansas

3 February 2003

299

JUSTIFICATION: The project provides drainage primarily for the City of Helena, Arkansas. Expected annual structural damage in the Standard Project Floodplain is approximately \$2,100,500 in 2002 price levels, over half of which occurs to structures located in the 0-1.1 year flood zone. The project will reduce flooding in the urban area of Helena. The project will provide a 25-year level of protection along Main Outlet Ditch and prevent approximately \$1,432,100 in total expected annual damages (2002 price levels).

Flooding impacts 637 residential and commercial structures and their contents within the Standard Project Floodplain. The structures and contents have a present value of approximately \$73,177,100 (2002 price levels). Total damage from the Standard Project Flood event is estimated at \$13,119,300 (2002 price levels). Average annual damages for such properties with and without project conditions are estimated at \$587,900 and \$2,100,500 (2002 price levels), respectively. Flooding has occurred to some extent on virtually an annual basis over the recent past. Major flooding occurred in 1973, 1974, 1980, and 1989. The plan of improvement addresses the need for flood damage reduction without significant detriment to the natural environment.

The project lies solely within Phillips County, Arkansas, a county with historically high unemployment.

Total average annual benefits (1992 price levels) are as follows:

Annual Benefits	Amount
Flood Damage Prevention	\$1,134,000
Area Redevelopment	13,000
Total	\$1,147,000

FISCAL YEAR 2004: The requested amount will be applied as follows:

Complete:	
Item 2, Underground Concrete Culvert	\$ 1,199,000
Planning, Engineering, and Design	494,000
Supervision and Administration	487,000
Total	\$ 2,180,000

NON-FEDERAL COST: In accordance with the cost sharing and financial concepts reflected in the Water Resources Development Act of 1986, the non-Federal sponsor must comply with the requirements listed below:

Requirements of Local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation and Replacement Costs
Provide lands, easements, rights-of-way, and dredged material disposal areas.	\$ 841,000	
Modify or relocate buildings, utilities, roads, bridges (except railroad bridges) and other facilities where necessary in the construction of the project.	\$1,640,000	
Pay 14 percent of the costs allocated to flood control to bring the total non-Federal share of flood control costs to 50 percent, as determined under proposed legislation, or Section 103(m) of the Water Resources Development Act of 1986 to reflect the non-Federal sponsor's ability to pay and bear all costs of operation, maintenance, repair, rehabilitation and replacement of flood control facilities.	\$ 619,000	\$104,700
Total Non-Federal Costs	\$ 3,100,000	\$104,700

The non-Federal sponsor will be required to make all payments concurrently with project construction.

STATUS OF LOCAL COOPERATION: The Project Cooperation Agreement (PCA) with the City of Helena, the project sponsor was executed on 18 August 1997.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal cost estimate of \$10,300,000 is an increase of \$900,000 from the latest estimate (\$9,400,000) presented to Congress (FY 2003). This change includes the following items:

Item	Amount
Price Escalation on Construction Features	\$ 169,000
Post Contract Award and Other Estimating Adjustments	731,000
Total	\$ 900,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: An environmental assessment/Finding of No Significant Impact (FONSI) was completed as a part of the January 1995 General Reevaluation Report. Environmental impacts of this project will be minimal since construction will be completed within the already highly developed city limits. Water Quality Certification has been granted by the State of Arkansas.

OTHER INFORMATION: Funds to initiate Preconstruction Engineering and Design were appropriated in Fiscal Year 1990. Funds to initiate construction were appropriated in Fiscal Year 1997.

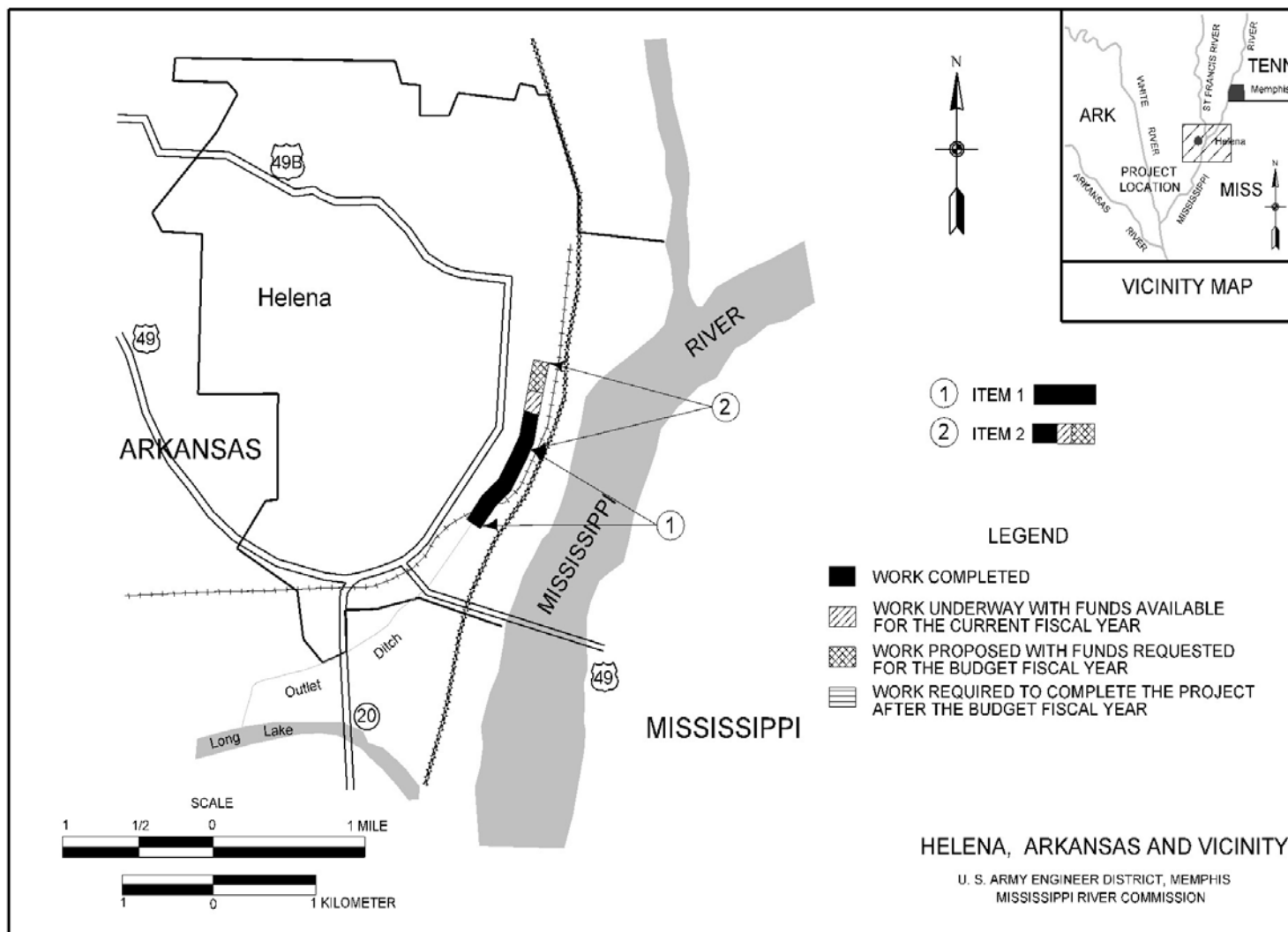
Mississippi River Commission

Memphis District

Helena & Vicinity, Arkansas

3 February 2003

301



APPROPRIATION TITLE: Flood Control, Mississippi River and Tributaries, AR, IL, KY, LA, MS, MO and TN - Construction

PROJECT: St. Francis Basin, Arkansas and Missouri (Continuing)

LOCATION: The project is located in the St. Francis Basin in southeastern Missouri and northeastern Arkansas, and extends from the hills southwest of Cape Girardeau, Missouri, near Wappapello, Missouri, to the confluence of the St. Francis and Mississippi Rivers about 10 miles above Helena, Arkansas.

DESCRIPTION: The project provides for protection against headwater floods by means of a detention reservoir at Wappapello, MO, improvement of the flood-carrying capacities of the St. Francis and Little Rivers and there principal tributaries by means of levees, channel improvements, new channels, auxiliary channels, and floodways, including the main ditches in the Little River Basin. Protection against backwater flooding of the Mississippi River is provided by realignment of the St. Francis River channel supplemented with auxiliary channels, levee construction, and a pumping plant and floodgate. All work is programmed.

AUTHORIZATION: Flood Control Acts of 1928, 1936, 1938, 1941, 1944, 1946, 1950, 1958, 1965, 1968, Water Resources Development Act of 1974; Omnibus Appropriations Act 2001, PL 106-554.

REMAINING BENEFIT-REMAINING COST RATIO: 5.9 to 1 at 2-1/2 percent.

TOTAL BENEFIT-COST RATIO: 2.4 to 1 at 2-1/2 percent.

INITIAL BENEFIT-COST RATIO: This project feature was authorized in Fiscal Year 1928 and initial construction funds were provided in Fiscal Year 1938. The authorized comprehensive review of the Mississippi River and Tributaries project, contained in House Document 308/88/2, as updated to reflect 1965 conditions and price levels, is considered to be the base estimate for the project. The benefit-cost ratio for the St. Francis Basin components computed for the base estimate was 2.4 to 1.

BASIS OF BENEFIT-COST RATIO: Benefits are from the latest available evaluation approved in July 1985 at 1983 price levels.

SUMMARIZED FINANCIAL DATA		STATUS (1 January 2003)	PCT CMPL	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost	\$431,200,000	Big Slough and Mayo Ditch	100	
Estimated Non-Federal Cost	1,876,000	Wappapello Lake	100	
Cash Contributions	\$ 263,000	Little River Drainage	100	
Other Costs	1,613,000	St. Francis River and and Tributaries	TBD	TBD
Total Estimated Project Cost	\$ 433,076,000	Entire Project	TBD	TBD

Mississippi River Commission

Memphis District

St. Francis Basin, Arkansas and Missouri

3 February 2003

303

SUMMARIZED FINANCIAL DATA (CONT)		ACCUM PCT OF EST FED COST
Allocations to 30 September 2002	\$380,071,000	
Conference Allowance for FY 2003	TBD	
Allocation for FY 2003	TBD	
Allocations through FY 2003	TBD	TBD
Allocation Requested for FY 2004	2,365,000	TBD
Programmed Balance to Complete After FY 2004	TBD	
Unprogrammed Balance to Complete After FY 2004	0	

PHYSICAL DATA		
Levees:	Channels:	Pumping Plants:
Average Height: 11.7 feet	St. Francis River and Tributaries: 638 miles	1 – 25 cubic feet per second
Length: 438.0 miles	Little River Drainage: 299 miles	1 – 12,000 cubic feet per second
	Big Slough and Mayo Ditches: 28 miles	1 – 700 cubic feet per second
Relocations:	Dam and Reservoir: 1 – Dam	Flood Control and Diversion
Roads: 21.3 miles and 296 bridges		Structures: 8
Railroads: 39 bridges		
Lands and Damages: 188,927 acres		Other: 1 – Siphon

JUSTIFICATION: The project is a flood control project and is a unit in the Comprehensive Plan for Flood Control, Mississippi River and Tributaries. Protection against headwater floods of the St. Francis and Little Rivers will be afforded to an area of approximately 1,436,855 acres of agricultural lands including numerous small towns, several major railroads, highways, and utilities, located in Missouri and Arkansas. The construction of adequate outlets for the many drainage improvements undertaken by local interests will provide relief from overflow on approximately 196,700 acres in the Little River Basin, 29,000 acres in the Elk Chute Basin, and 35,000 acres in the Big Slough area. In addition, relief from flooding by backwaters of the Mississippi River is afforded to approximately 532,000 acres in the Lower St. Francis Basin below the latitude of St. Francis Lake by the Madison to Marianna Cutoff and related work including the pumping plant. Flooding has occurred every year with few exceptions, and the flood of record occurred in 1937 causing numerous breaks in the locally constructed substandard levees with resultant damages of over \$2,000,000. It is estimated that the recurrence of the 1937 flood, under present conditions of development in the floodplain, would cause damages of over \$74,495,000 (2002 price levels) if the flood occurred during the crop-growing season. Continuing construction of this project is needed to prevent recurring flood losses. Project benefits will result from flood damages prevented, increased utilization of land, and fish and wildlife enhancement. Counties within the project area that are subject to substantial and persistent unemployment are: Lee, Mississippi and St. Francis in Arkansas. Average annual benefits (1983 price levels) are as follows (for total project):

Annual Benefits	Amount
Flood Control	\$24,106,000
Recreation	2,152,000
Fish and Wildlife	333,000
Area Redevelopment	785,000
Advance Replacement	1,304,000
Betterments	423,000
Relocation Assistance	24,000
Total	\$29,127,000

FISCAL YEAR 2004: The requested amount will be applied as follows:

ST. FRANCIS RIVER AND TRIBUTARIES

Continue:

Hwy 79, 10 & 15 Mile Bayou, AR, Relocations	\$ 500,000
Upper St. Francis Channel Stabilization, MO	400,000
Lands and Damages	600,000
Planning, Engineering and Design	765,000
Supervision and Administration	100,000
Total	\$ 2,365,000

NON-FEDERAL COST: Prior to the Flood Control Act of 1946, local interests provided lands, easements, and rights-of-way and provided for relocation of interfering facilities. After 1946, local cooperation was limited to minor maintenance of levees except for providing right-of-way for specific features, i.e., recreation facilities at the W. G. Huxtable Pumping Plant, Inter River Culvert and St. Francis Lake Control Structure. A tabulation of these and other non-Federal costs is as follows:

	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation and Replacement Costs
Requirements of Local Cooperation		
Provide lands, easements, rights-of-way, and dredged material disposal areas.	\$1,492,000	
Modify or relocate buildings, utilities, roads, bridges (except railroad bridges), and other facilities where necessary for the construction of the project.	121,000	
Pay one-half of the separable costs allocated to recreation (except recreational navigation) and bear all costs of operation, maintenance, and replacement of recreation facilities.	85,000	
Pay all costs of minor maintenance of levees.		\$996,000
Pay a portion equivalent to 6.4% of the first costs associated with the Improvements in the Big Lake area for fish and wildlife enhancement.	178,000	
Total Non-Federal Costs	\$1,876,000	\$996,000

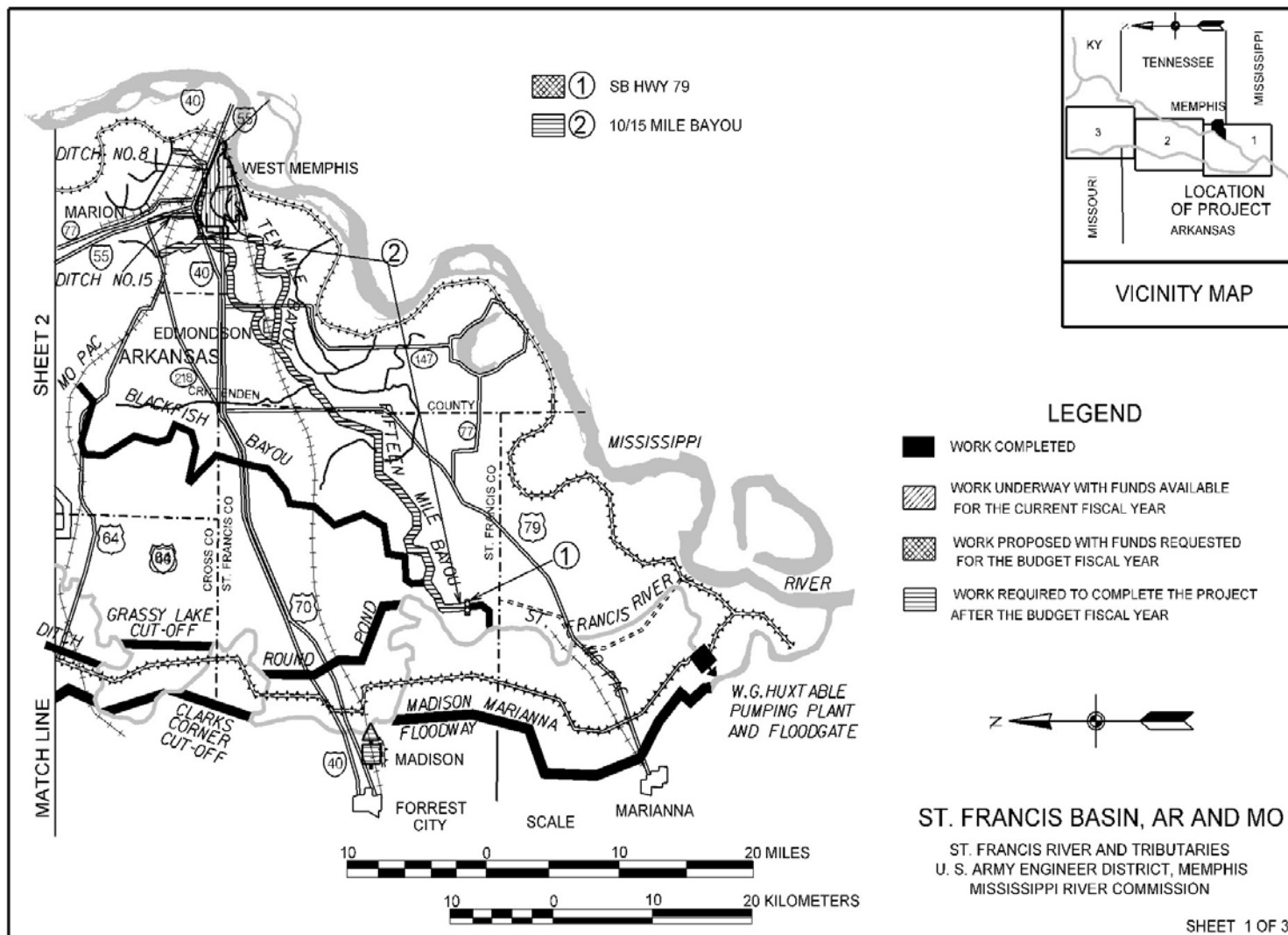
STATUS OF LOCAL COOPERATION: Necessary assurances have been furnished by 24 levee and drainage districts to perform minor maintenance as required by law. These agencies are furnishing all requirements of local cooperation necessary for meeting the present project schedule.

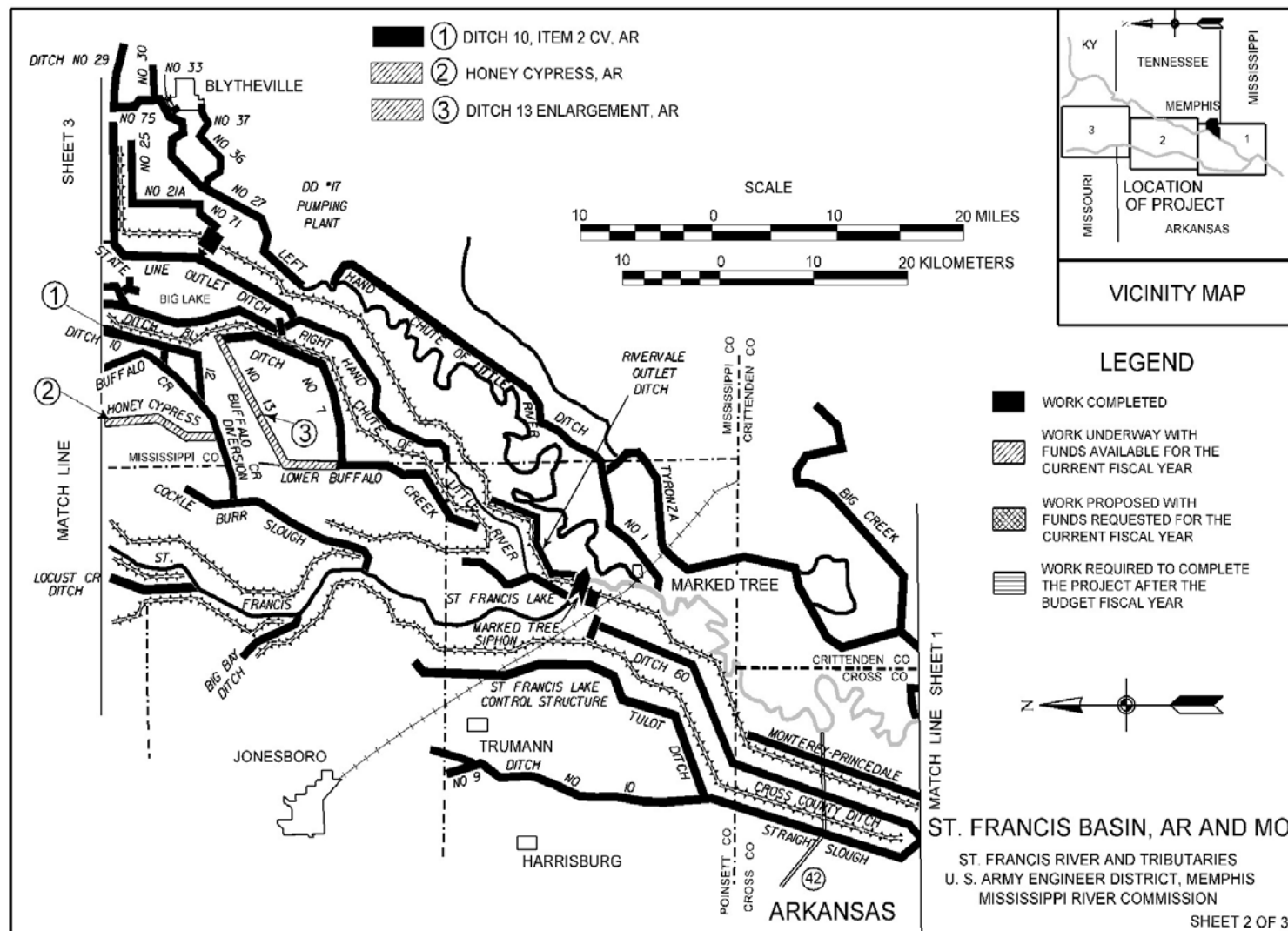
COMPARISON OF FEDERAL COST ESTIMATES: The current Federal cost estimate of \$431,200,000 is an increase of \$21,600,000 from the latest estimate (\$409,600,000) presented to Congress (FY 2003). This change includes the following items:

Item	Amount
Price Escalation on Construction Features	\$ 4,661,000
Post Contract Award and Other Estimating Adjustments	12,688,000
Price Escalation on Real Estate	4,251,000
Total	\$ 21,600,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The final Environmental Impact Statement was filed with the Council on Environmental Quality on 11 December 1973.

OTHER INFORMATION: Initial construction funds were appropriated in Fiscal Year 1938.





APPROPRIATION TITLE: Flood Control, Mississippi River and Tributaries, AR, IL, KY, LA, MS, MO, and TN - Construction

PROJECT: Mississippi Delta Region, Louisiana (Salinity Control Structures) (Continuing)

LOCATION: The project is located in the lower Mississippi River delta region in Plaquemines and St. Charles Parishes, Louisiana. The Caernarvon structure is located in Plaquemines Parish on the east bank of the Mississippi River in the vicinity of Caernarvon, Louisiana. The Davis Pond structure is located in St. Charles Parish on the west bank just downstream of Luling, Louisiana.

DESCRIPTION: The plan of improvement originally consisted of four salinity control structures (Caernarvon, Davis Pond, Homeplace, and Bohemia) with appurtenant levees and channels, to divert freshwater from the Mississippi River into coastal bays and marshes for fish and wildlife restoration. The Caernarvon and Davis Pond salinity control structures are programmed, including post-construction environmental monitoring which will continue for four years after completion of construction of each structure. The Homeplace and Bohemia structures were deauthorized on 1 May 1997.

AUTHORIZATION: Flood Control Act of 1965, and Water Resources Development Acts of 1974, 1986 and 1996.

REMAINING BENEFIT - REMAINING COST RATIO: 10.5 to 1 at 8-7/8 percent (Davis Pond).

TOTAL BENEFIT-COST RATIO: 2.8 to 1 at 3-1/4 percent for Caernarvon (Fiscal Year 1969), and 5.6 to 1 at 8-7/8 percent for Davis Pond.

INITIAL BENEFIT - COST RATIO: 3.4 to 1 at 3-1/4 percent for Caernarvon (Fiscal Year 1969), and 3.0 to 1 at 8-1/8 percent for Davis Pond (Fiscal Year 1983).

BASIS OF BENEFIT - COST RATIO: Benefits are from the latest available evaluations: Caernarvon - approved in November 1985, at 1985 price levels; and Davis Pond - approved in September 1992 at 1990 price levels.

SUMMARIZED FINANCIAL DATA		ACCUM PCT OF EST FED COST	STATUS (1 January 2003)	PCT CMPL	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost		\$108,200,000	Caernarvon	100	February 1997
Estimated Non-Federal Cost		36,100,000	Davis Pond	TBD	TBD
Cash Contribution	\$27,229,000		Entire Project	TBD	TBD
Other Costs	8,801,000				
Total Estimated Project Cost		\$144,300,000			
Allocations to 30 September 2002		\$ 96,772,000 ¹			
Conference Allowance for FY 2003		TBD			
Allocation for FY 2003		TBD			
Allocations through FY 2003		TBD	TBD		
Allocation Requested for FY 2004		3,200,000	TBD		
Programmed Balance to Complete After FY 2004		TBD			
Unprogrammed Balance to Complete After FY 2004		0			

PHYSICAL DATA

Lands and Damages	Caernarvon	Davis Pond
Relocations	2,092 acres	10,213 acres
Roads/Bridges	1,600 linear feet	2,920 linear feet
Railroads	2,500 linear feet	3,600 linear feet
Utilities	4,600 linear feet	7,980 linear feet
Fish & Wildlife Facilities		
Structures	5 box culverts	4 box culverts
	15 feet by 15 feet	14 feet by 14 feet
	8,000 cubic feet	10,650 cubic feet
	per second	per second

¹ Includes \$58,000 expended on Bohemia prior to 1970.

Pumping Stations	Caernarvon	Davis Pond
Channels	1.7 miles	1 pumping station, 570 cfs capacity
Levees	3.7 miles	2.2 miles
		16.9 miles

JUSTIFICATION: The project diverts freshwater from the Mississippi River to coastal bays and marshes for fish and wildlife restoration. Benefits include restoration of former ecological conditions by controlling salinity and supplementing nutrients. The bays are important to oyster production and as breeding areas for shrimp and food fishes, while the marsh areas produce natural food for fur-bearing animals and migratory waterfowl. A total of 981,500 acres of marshes and bays will be benefitted. The diversions take place under regulated conditions developed from monitoring the impact on the environment and the fish and wildlife. Average annual benefits are as follows:

Annual Benefits	Amount
Fish and Wildlife	\$ 8,706,000
Caernarvon	14,997,000
Davis Pond	
Recreation	
Caernarvon	449,000
Davis Pond	298,000
Total	\$24,450,000

FISCAL YEAR 2004: The requested amount will be applied as follows:

Davis Pond		
Continue:		
Monitoring		\$ 2,226,000
Complete:		
Site Operations Building		289,000
2 nd Lift Levees		123,000
Cultural Resources		117,000
Planning, Engineering and Design		325,000
Supervision and Administration		120,000
Total		\$ 3,200,000

NON-FEDERAL COST: Based on the cost sharing concept adopted for the Caernarvon Structure, the non-Federal sponsor will voluntarily contribute 25 percent of the first cost of the project as well as the required 25 percent of the cost of operating, maintaining, repairing, rehabilitating, and replacing the project after completion.

		Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation and Replacement Costs
Requirements of Local Cooperation			
Contribute 25 percent of the costs allocated to fish and wildlife restoration and pay 25 percent of the costs of operation, maintenance, repair, rehabilitation, and replacement of fish and wildlife facilities.			
Davis Pond		\$30,250,000	\$188,626
Caernarvon		5,850,000	71,277
Total Non-Federal Costs		\$36,100,000	\$259,903

The non-Federal sponsor for the Caernarvon and Davis Pond Structures has also agreed to make all required payments concurrently with project construction.

Mississippi River Commission	New Orleans District	Mississippi Delta Region, Louisiana
------------------------------	----------------------	-------------------------------------

STATUS OF LOCAL COOPERATION: The Project Cooperation Agreement for the Caernarvon Structure was signed by the State of Louisiana on 2 June 1987 and by the Assistant Secretary of the Army for Civil Works on 10 June 1987. The current non-Federal cost estimate of \$5,850,000, which includes a cash contribution of \$5,850,000, is a decrease of \$275,000 from the non-Federal cost estimate of \$6,125,000 noted in the Project Cooperation Agreement, which included a cash contribution of \$6,125,000. Our analysis of the non-Federal sponsor's financial capability to participate in the project affirms that the sponsor has a reasonable and implementable plan for meeting its financial commitment. The State of Louisiana has provided cash contributions of \$5,850,000 for the Caernarvon Structure. The State has also performed biological monitoring, with an estimated value of \$1,044,000. The Project Cooperation Agreement for the Davis Pond Structure was signed 17 April 1993 by the State of Louisiana and the Acting Assistant Secretary of the Army. The Water Resources Development Act of 1996 authorized the Corps to credit the State of Louisiana up to \$7,500,000 in oyster relocation costs. We are currently preparing an amendment to the Davis Pond PCA to incorporate these requirements. We anticipate execution of the amendment in September 2003. The State of Louisiana is funding both the construction and the operations and maintenance of the project through the Wetlands Conservation and Restoration Trust Fund. Our recent analysis of the non-Federal sponsor's financial capability affirms that the sponsor has a reasonable and implementable plan for meeting its financial commitment. The State of Louisiana has provided cash contributions of \$17,732,000 through 30 September 2002 for the Davis Pond Structure.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal cost estimate of \$108,200,000 is an increase of \$1,000,000 from the latest estimate (\$107,200,000) presented to Congress (Fiscal Year 2003). This change includes the following item:

Item	Amount
Price Escalation on Construction Features	\$ 1,000,000
Total	\$ 1,000,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The final Environmental Impact Statement for the Louisiana Coastal Area Study was filed with the Environmental Protection Agency on 5 April 1985. This statement is adequate for the Caernarvon and Davis Pond structures. An environmental assessment is being prepared to address proposed operational changes in the Davis Pond structure.

OTHER INFORMATION: Local interests, during the period 1954-1970, spent an estimated \$420,000 for construction and maintenance of freshwater diversion structures and channel improvements on the east bank of the Mississippi River in the vicinity of Bohemia and Bayou Lamoque.

Funds to initiate preconstruction engineering and design were appropriated in Fiscal Year 1969 and funds to initiate construction were appropriated in Fiscal Year 1987.

SUMMARIZED FINANCIAL DATA

Davis Pond:

Estimated Federal Cost		\$90,650,000
Estimated Non-Federal Cost		30,250,000
Cash Contributions	\$21,449,000	
Other Costs	8,801,000	
Total Estimated Cost		\$120,900,000

Caernarvon:

Estimated Federal Cost		\$17,550,000
Estimated Non-Federal Cost		5,850,000
Cash Contributions	\$5,850,000	
Other Costs	0	
Total Estimated Cost		\$23,400,000

REMAINING BENEFIT - REMAINING COST RATIO:

Davis Pond: 10.5 to 1 at 8-7/8 percent.

Caernarvon: Not applicable because construction is complete.

TOTAL BENEFIT - COST RATIO:

Davis Pond: 5.6 to 1 at 8-7/8 percent.

Caernarvon: Not applicable because construction is complete.



APPROPRIATION TITLE: Flood Control, Mississippi River and Tributaries, AR, IL, KY, LA, MS, MO, and TN - Construction

PROJECT: Yazoo Basin, Mississippi (Continuing)

LOCATION: The project is located in Mississippi and extends generally from Memphis, Tennessee, southward to Vicksburg, Mississippi, and from the escarpment at Greenwood, westward to the Mississippi River. The counties included are DeSoto, Tunica, Tate, Coahoma, Quitman, Panola, Bolivar, Sunflower, Tallahatchie, Yalobusha, Leflore, Grenada, Carroll, Washington, Humphrey, Holmes, Issaquena, Sharkey, Yazoo, and Warren.

DESCRIPTION: The project provides protection against headwater floods of streams in the basin; against backwater floods of the Mississippi; and for major drainage in the delta area. The Yazoo Basin is divided into three major flood control components (the Yazoo Headwater, the Yazoo Backwater, and the Big Sunflower River, etc., Including Steele Bayou). All of the work in the project is programmed except for remaining recreation facilities at Grenada Lake pending development of cost sharing agreements with local interests for construction and non-Federal operation and maintenance consistent with the provisions of the Federal Water Project Recreation Act of 1965 (Public Law 89-72), as amended; and remaining work on Rocky Bayou pending a decision to continue construction in accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1986.

AUTHORIZATION: Flood Control Acts of 1936, 1937, 1938, 1941, 1944, 1946, 1950, 1962, 1965, and the Water Resources Development Acts of 1974, 1986, and 1996.

REMAINING BENEFIT-REMAINING COST RATIO: 3.3 to 1 at 2-1/2 percent.

TOTAL BENEFIT-COST RATIO: 4.5 to 1 at 2-1/2 percent.

INITIAL BENEFIT-COST RATIO: 2.1 to 1 at 2-1/2 percent (FY 1967).

BASIS OF BENEFIT-COST RATIO: Benefits and costs for the Yazoo Backwater Project are from the latest evaluation approved in July 1983 at 1974 price levels. Benefits for the remaining features of the Yazoo Basin project are based on "Upper Steele Bayou Project Reformulation Study," December 1992; and "Upper Yazoo Projects Reformulation Study," December 1993. Costs are based on October 2002 costs deflated to 1974 price levels.

SUMMARIZED FINANCIAL DATA				ACCUM PCT OF EST FED COST	STATUS (1 January 2003)	PCT CMPL	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost			\$ 1,906,562,000		Yazoo City	100	---
Programmed Construction	TBD				Belzoni	100	---
Unprogrammed Construction	TBD				Will M. Whittington		
					Auxiliary Channel	TBD	TBD
Estimated Non-Federal Cost			\$ 5,641,000		Sardis Lake	100	---
Programmed Construction		TBD			Arkabutla Lake	100	---
Cash Contributions	TBD				Enid Lake	100	---
Other Costs	TBD				Grenada Lake	TBD	TBD
					Greenwood	100	---
Estimated Non-Federal Cost					Streambank Erosion		
Unprogrammed Construction		TBD			Control Evaluation		
Cash Contributions	TBD				and Demonstration	100	---
Other Costs	TBD				Upper Yazoo Projects	TBD	TBD
					Main Stem	TBD	TBD
Total Estimated Programmed Construction Cost			TBD		Tributaries	TBD	TBD
Total Estimated Unprogrammed Construction Cost			TBD		All Work Except Ascalmore-		
					Tippo and Opossum Bayous	TBD	TBD
Total Estimated Project Cost			\$ 1,912,203,000		Ascalmore-Tippo and		
					Opossum Bayous	TBD	TBD
					Demonstration Erosion Control	TBD	TBD
					Big Sunflower River, Etc.,		
					Including Steele Bayou	TBD	TBD

SUMMARIZED FINANCIAL DATA (CONT)		ACCUM PCT OF EST FED COST	STATUS (1 January 2003)	PCT CMPL	PHYSICAL COMPLETION SCHEDULE
Allocations to 30 September 2002	\$ 1,010,615,000		Yazoo Backwater	TBD	TBD
Conference Allowance for FY 2003	TBD		Yazoo Backwater Including		
Allocation for FY 2003	TBD		Muddy Bayou Control Structure	TBD	TBD
Allocations Thru FY 2003	TBD	TBD	Rocky Bayou Separable Element	TBD	TBD
			Backwater Pumping Plant		
Allocations Requested for FY 2004	\$ 7,740,000	TBD	Separable Element	TBD	TBD
Programmed Balance to Complete After FY 2004	TBD		Yazoo Backwater Mitigation		
Unprogrammed Balance to Complete After FY 2004	TBD		Separable Element	TBD	TBD
			Reformulation Study	TBD	TBD
			Entire Project	TBD	TBD

PHYSICAL DATA

Yazoo City:

Lands and Damages: 361 acres
Relocations: 1.1 miles roads
Levees: 4.1 miles
Channels: 1.6 miles
Pumping Plant: One 540 cubic feet per second (cfs)

Belzoni:

Lands and Damages: 3.3 acres
Levees: 0.6-mile levee and 0.5-mile floodwall

Will M. Whittington Auxiliary Channel:

Lands and Damages: 11,996 acres
Relocations:
Roads: 3.0 miles and 12 bridges
Railroads: 0.4 mile and 1 bridge
Fish and Wildlife Facilities:
1 water control structure
Channels: 30.8 miles
Levees: 61.3 miles

Sardis Lake:

Lands and Damages: 98,584 acres

Relocations:

Roads: 3.2 miles and 1 bridge

Railroads: 3.2 miles and 1 bridge

Reservoir: 58,500-acre pool area

Dam: Earthfill, 15,300 feet long; 97 feet
average height

Roads, Railroads, and Bridges: 7.6 miles roads
and 8 bridges

Recreation Facilities: 19 sites

Buildings: 4

Arkabutla Lake:

Lands and Damages: 52,629 acres

Relocations:

Roads: 5.5 miles and 5 bridges

Railroads: 5.8 miles and 2 bridges

Reservoir: 33,400-acre pool area

Dam: Earthfill, 11,500 feet long; 67 feet
average height

Roads: 4 miles

Channel and Canals: 1.5 miles

Recreation Facilities: 11 sites

Buildings: 4

Enid Lake:

Lands and Damages: 43,870 acres

Relocations:

Roads: 19.1 miles and 9 bridges

Reservoir: 28,000-acre pool area

Dam: Earthfill, 8,400 feet long; 85 feet
average height

Roads: 1 mile

Recreation Facilities: 10 sites

Buildings: 4

Grenada Lake:

Lands and Damages: 90,356 acres

Relocations:

Roads: 83.2 miles and 47 bridges

Railroads: 21.6 miles and 21 bridges

Cemetery: 1

Reservoir: 64,600-acre pool area

Dam: Earthfill, 13,900 feet long; 80 feet
average height

Roads: 4.5 miles and 1 bridge

Recreation Facilities: 20 sites

Buildings: 4

Greenwood:

Lands and Damages: 1,435 acres

Relocations:

Roads: 0.5 mile and 4 bridges

Bank Stabilization: 0.8 mile

Channels: Big Sand Creek Diversion (2.9 miles)

Levees and Floodwalls: 28.4 miles, height
4-6 feet

Pumping Plants: Storm Water: 3-capacity 67, 89,
and 675 cfs

Upper Yazoo Projects:

Lands and Damages: 24,171 acres

Relocations:

Roads: 8.0 miles and 1 bridge

Utilities:

16 pipelines

20 power lines

9 telephone lines

Channels: 2 cutoffs, 197.4 miles; bottom width of
75 feet to 150 feet

Levees: 26.6 miles levees and 0.2-mile floodwall,
average height 3.5 feet

Flood Control and Diversion Structure: One control
structure with three 32-foot-wide gate bays,
66 water control structures, and
2 sedimentation structures

Bank Stabilization: 6.8 miles

Main Stem:

Lands and Damages: 16,560 acres

Relocations:

Roads: 28.9 miles and 10 bridges

Railroads: 1.2 miles

Channels: 43 cutoffs, 251 miles channel
clearing and 21 miles channel
enlargement (total miles 288.3)

Levees: 156.1 miles; variable height, 3 to
28 feet

Bank Stabilization: 1.8 miles

Tributaries:

All Work Except Ascalmore-Tippo and Opossum
Bayous

Lands and Damages: 40,177 acres

Relocations:

Roads: 7.3 miles and 57 bridges

Railroads: 2.2 miles and 6 bridges

Channels: 442.6 miles

Levees: 147.8 miles, variable height, 3 to
25 feet

Pumping Plant: 1 storm water (McKinney
Bayou) 250 cfs
second; 3 Pelucia Creek
Pumping Plants, 75, 15, and
10 cfs

Bank Stabilization: 8.2 miles
9 Grade Control Structures

Ascalmore-Tippo and Opossum Bayous:

Lands and Damages: 2,601 acres

Relocations:

Roads: 11 bridges

Railroads: 1 bridge

Channels: 50.6 miles

Levees: 12.6 miles; average height 7 feet

Demonstration Erosion Control:

Abiaca Creek Watershed:

Bank Stabilization 1.0 miles

Levees 9.5 miles

Major Grade Control Structures 3

Minor Grade Control Structures 9

Batupan Bogue Watershed:

Bank Stabilization 15.5 miles

Major Grade Control Structures 29

Minor Grade Control Structures 42

Black Creek Watershed:

Bank Stabilization 28.4 miles

Levees 1.5 miles

Floodwater Retarding Structures 2

Major Grade Control Structures 9

Minor Grade Control Structures 130

Burney Branch Watershed:

Channel Improvement 0.3 mile

Cane-Mussacuna Watershed:

Minor Grade Control Structures 11

Major Grade Control Structures 4

Bank Stabilization 0.8 mile

Demonstration Erosion Control:

Coldwater River Watershed:

Bank Stabilization 9.7 miles

Major Grade Control Structures 26

Minor Grade Control Structures 204

Hickahala-Senatobia Watershed:

Bank Stabilization 2.8 miles

Channel Improvement 13.9 miles

Major Grade Control Structures 28

Minor Grade Control Structures 73

Hotophia Creek Watershed:

Bank Stabilization 4.0 miles

Major Grade Control Structures 9

Minor Grade Control Structures 20

Hurricane-Wolf Watershed:

Bank Stabilization 3.2 miles

Major Grade Control Structures 3

Minor Grade Control Structures 37

Long Creek Watershed:

Bank Stabilization 7.2 miles

Major Grade Control Structures 8

Minor Grade Control Structures 11

Otocalofa Creek Watershed:

Bank Stabilization 7.5 miles

Channel Improvement 0.8 mile

Major Grade Control Structures 3

Minor Grade Control Structures 17

Pelucia Creek Watershed:

Major Grade Control Structures 1

Bank Stabilization 1.4 miles

Yalobusha Watershed:

Technical Work Plan under Preparation

Major Grade Control Structures 5

Minor Grade Control Structures 40

Big Sunflower River, Etc., Including Steele Bayou:

Lands and Damages: 34,974 acres

Relocations:

Roads: 2.0 miles and 68 bridges

Railroads: 1 bridge

Fish and Wildlife Facilities: 9 water control structures

Channels: (miles)

Big Sunflower River 216

Quiver River 81

Steele Bayou 100

Deer Creek 7

Bogue Phalia 95

Little Sunflower River 28

Hushpuckena River 28

Tributaries 172

Gin and Muddy Bayous 12.3

Total 739.3

1 channel weir

Levees: 9.0 miles, average height 7 feet;

4 gated culverts and 4 fixed crest spillways

Bank Stabilization: 1.0 mile

Yazoo Backwater Pumping Plant:

Lands and Damages: 378 acres project lands

Relocations:

Roads: 1.0 mile and 1 bridge

Channels: 1.9 miles

Levees: 0.5 miles, variable height 7 to 30 feet

Pumping Plant: One 10,000 cfs

Yazoo Backwater Including Muddy Bayou Control Structure:

Lands and Damages: 30,203 acres

Relocations:

Roads: 24.3 miles and 2 bridges

Railroads: 0.8 mile and 1 bridge

Fish and Wildlife Facilities:

2 Water Control Structures

7 Greentree Reservoirs

5 Slough Control Areas

4 Pumping Stations

Channels: 38.9 miles, average depth, 25 feet

Levees: 78.5 miles levees, variable height, 5 to 30 feet; 5 floodgates, openings vary in size from 72 square feet to 2,700 square feet

Yazoo Backwater Including Muddy Bayou Control Structure:

Recreation Facilities: 2 boat-launching ramps

Floodway Control and Diversion Structures:

Muddy Bayou Control Structure (opening size 480 square feet)

Rocky Bayou Area:

Lands and Damages: 1,140 acres

Relocations:

Roads: 7.0 miles

Levees: 19.0 miles

Yazoo Backwater, Fish and Wildlife Mitigation:

Lands and Damages: 8,807 acres

Streambank Erosion Control Evaluation and Demonstration:

Bank Stabilization: 65.0 miles

JUSTIFICATION: The Yazoo Headwater feature will protect 1,209,000 acres against floods, substantially benefit 303,000 acres and protect Greenwood, Belzoni, Yazoo City and numerous smaller communities. Channel improvement work on the Big Sunflower River and its tributaries will protect 195,000 acres against the design flood and an additional 395,000 acres will be benefited because of improved drainage conditions. Also, approximately 368,000 acres in the Yazoo Backwater Area will be protected against frequent flooding and substantial benefits will accrue to an additional 224,000 acres from improved drainage. Had there been no protection in 1958, the floods of April-June and September would have caused damages amounting to \$22,821,000. Should these floods recur under present conditions, but with the flood control works assumed complete, damages amounting to \$181,779,000 would be prevented. In addition, the four Yazoo Basin lakes are being used extensively for recreation. Visitor-day attendance increased from 2,857,000 in calendar year 1958 to 11,630,000 visitor days in FY 2001. Average annual benefits are as follows:

Annual Benefits	Amount
Flood Control	\$113,791,000
Fish and Wildlife	7,142,000
Recreation	18,557,000
Area Redevelopment	1,234,000
Bank Stabilization Works	1,478,000
Total	\$142,202,000

In 1991, the Office of Management and Budget directed the Corps undertake a reformulation of all unconstructed features of the Yazoo Basin Project. The reformulation study would evaluate alternative plans for (a) greater levels of flood protection for urban areas, (b) reduced levels of agricultural intensification and (c) reduced adverse impacts on the environment. The reformulation study was divided into four phases. The first and second phases were the Upper Steele Bayou Project and Upper Yazoo Projects. These studies were completed in December 1992 and December 1993, respectively, and construction is proceeding. Reformulation studies on the Yazoo Tributaries have been delayed pending advancement of construction on the upper Yazoo Projects. Completion of the Yazoo Backwater Reformulation study, or fourth phase, is expected in Fiscal Year 2003.

FISCAL YEAR 2004: The requested amount will be applied as follows:

Upper Yazoo Projects:

Continue:

Lands and Damages	\$ 90,000
Relocations Item 5	42,000
Channel Item 5A	1,808,000
Channel Item 5B	1,850,000
Item 7 Structures	1,390,000
Planning, Engineering and Design	525,000
Supervision and Administration	940,000
Subtotal	6,645,000

Tributaries:

Planning, Engineering and Design	\$ 205,000
Subtotal	205,000

Big Sunflower, Etc., Including Steele Bayou:

Complete: Channel Item 66A/B Swan Lake	48,000
Planning, Engineering and Design	200,000
Lands and Damages	642,000
Subtotal	890,000

TOTAL	\$ 7,740,000
-------	--------------

NON-FEDERAL COST: In accordance with the cost-sharing and financing concepts reflected in the initial authorization and subsequent authorized modifications of the Yazoo Basin project including the Water Resources Development Act of 1986, the non-Federal sponsor must comply with the requirements listed below.

Requirements of Local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Will M. Whittington: Pay 25 percent of the first costs allocated to fish and wildlife enhance- ment and pay 25 percent of the costs of operation, maintenance, repair, rehabilitation, and replacement of fish and wildlife facilities.	\$ 234,000	\$77,700
Subtotal Non-Federal Costs	\$ 234,000	\$77,700
Big Sunflower River, Etc., Including Steele Bayou: Provide 25 percent of lands allocated to fish and wildlife enhancement.	\$ 43,000	
Pay 25 percent of the first costs allocated to fish and wildlife enhance- ment and pay 25 percent of the costs of operation, maintenance, and maintain and operate fish and wildlife facilities and perform minor maintenance on the project.	\$ 450,000	\$48,494
Provide lands, easements, rights-of-way, and borrow and excavated or dredged material disposal areas.	\$ 30,000	
Subtotal Non-Federal Costs	\$ 523,000	\$48,494

	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation, and Replacement Costs
Requirements of Local Cooperation		
Main Stem:		
Provide lands, easements, rights-of-way, and dredged material disposal areas.	\$ 11,000	
Subtotal Non-Federal Costs	\$ 11,000	
Yazoo Backwater Including Muddy Bayou Control Structures:		
Pay 25 percent of the first costs allocated to fish and wildlife enhancement and pay 25 percent of the costs of operation, maintenance, repair, rehabilitation, and replacement of fish and wildlife facilities.	\$ 145,000	\$ 30,547
Subtotal Non-Federal Costs	\$ 145,000	\$ 30,547
Rocky Bayou:		
Provide lands, easements, rights-of-way, and dredged material disposal areas.	\$ 1,411,000	
Modify or relocate utilities, roads, bridges (except railroad bridges), and other facilities, where necessary for the construction of the project.	\$ 1,700,000	
Pay 8.4 percent of the costs allocated to flood control to bring the total non-Federal share of flood control costs to 25 percent, and bear all costs of operation, maintenance, repair, rehabilitation, and replacement of flood control facilities.	\$ 1,617,000	\$ 39,274
Subtotal Non-Federal Costs	\$ 4,728,000	\$ 39,274
Total Non-Federal Costs	\$ 5,641,000	\$ 196,015

STATUS OF LOCAL COOPERATION:

Flood Control:

Local cooperation is not required for the Yazoo Headwater Unit.

Assurances to operate the Big Sunflower River Unit and perform minor maintenance have been accepted from the Yazoo-Mississippi Delta Levee District and the Board of Mississippi Levee Commissioners. Formal assurances for work in the Steele Bayou Basin were accepted 8 June 1972 without the requirement that local interests "construct or have constructed by others, the necessary associated interior drainage works."

For the Yazoo Backwater unit, assurances of local cooperation have been accepted from the Board of Mississippi Levee Commissioners and the Yazoo-Mississippi Delta Levee District. Supplemental assurances covering the requirements of local cooperation as provided for in the "Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970" (PL 91-646), were accepted 7 August 1972. The Board of Levee Commissioners for the Yazoo-Mississippi Delta, non-Federal sponsor for Rocky Bayou, and the Board of Levee Commissioners for the Mississippi Levee District, non-Federal sponsor for Yazoo Backwater, have been notified of the cost-sharing requirements of the Water Resources Development Act of 1986. The Board of Commissioners for the Mississippi Levee District indicated by letter dated 3 November 1988 they cannot agree to any form of cost sharing for the Yazoo Backwater Project. However, they later agreed to pay up to 5 percent toward the remaining construction cost and operating cost as per 16 July 1990 letter from Senator Thad Cochran to Senator J. Bennett Johnston, Chairman, Subcommittee on Energy and Water Development. The Water Resources Development Act of 1996, Section 202a(2), contained language (physical construction defined) which relieved the local sponsor from cost sharing the project based on redefinition of when physical construction began. Under the 1996 provision, the cost would be 100 percent Federal.

Recreation:

The State of Mississippi, which provided formal assurances in 1967 that it would operate and maintain Corps constructed recreation facilities at the Yazoo Basin lakes, notified the Vicksburg District in the early 1980's that it was unable to fully comply with the assurances and to continue the operation and maintenance function for some of the sites. Under the terms of an escape clause in the leases, the state was allowed to withdraw its operation and maintenance support at some sites.

Fish and Wildlife:

Local cooperation agreements will be obtained when planning is more advanced.

COMPARISON OF FEDERAL COST ESTIMATES: The current cost estimate of \$1,906,562,000 is an increase of \$29,930,000 from the latest estimate (\$1,876,632,000) presented to Congress (FY 2003). This change includes the following items:

Item	Amount
Price Escalation on Construction Features	\$23,409,000
Price Escalation on Real Estate Features	6,521,000
Total	\$29,930,000

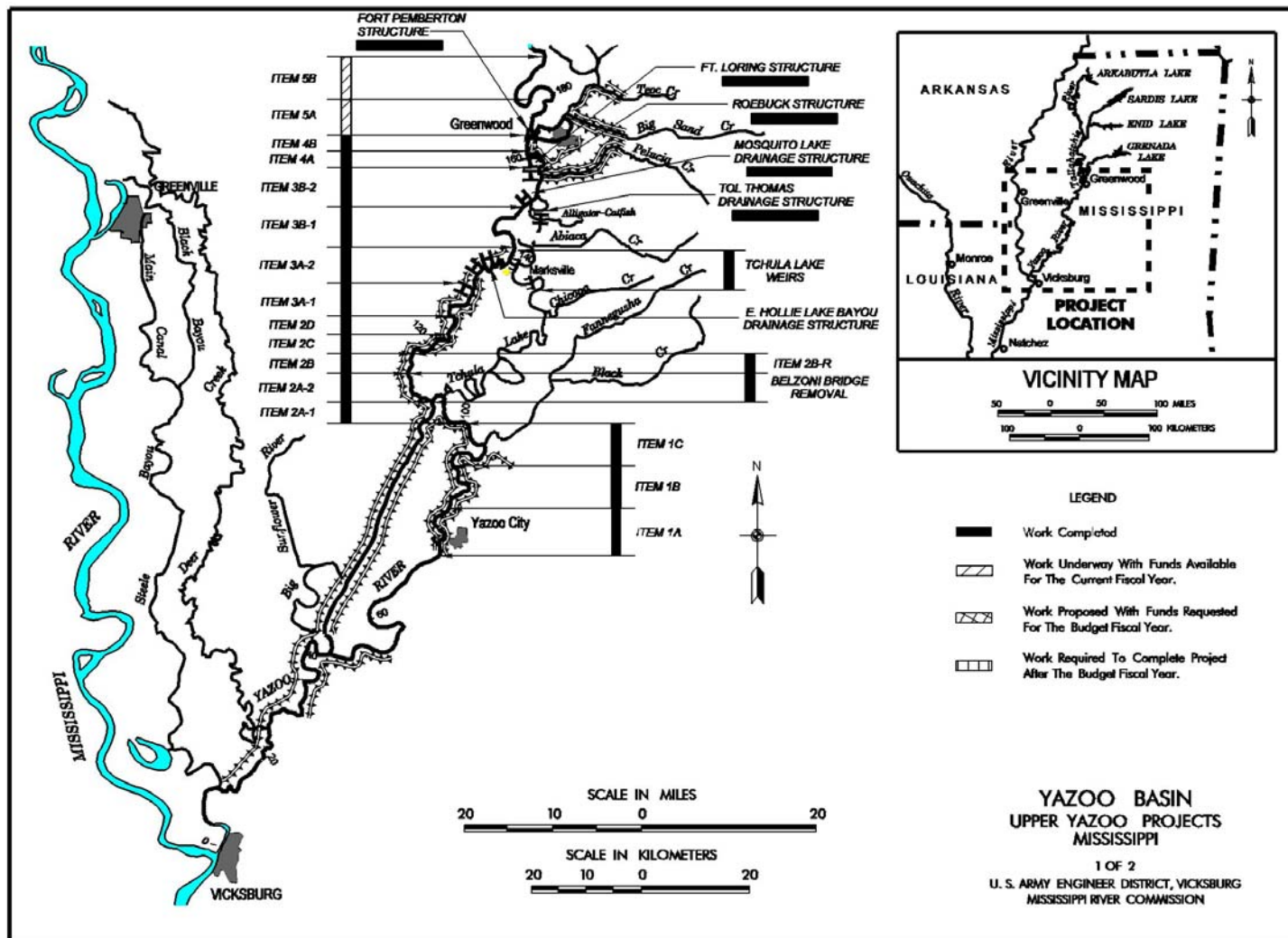
STATUS OF ENVIRONMENTAL IMPACT STATEMENT: Final Environmental Impact Statements have been filed with the Council on Environmental Quality or with the Environmental Protection Agency as follows:

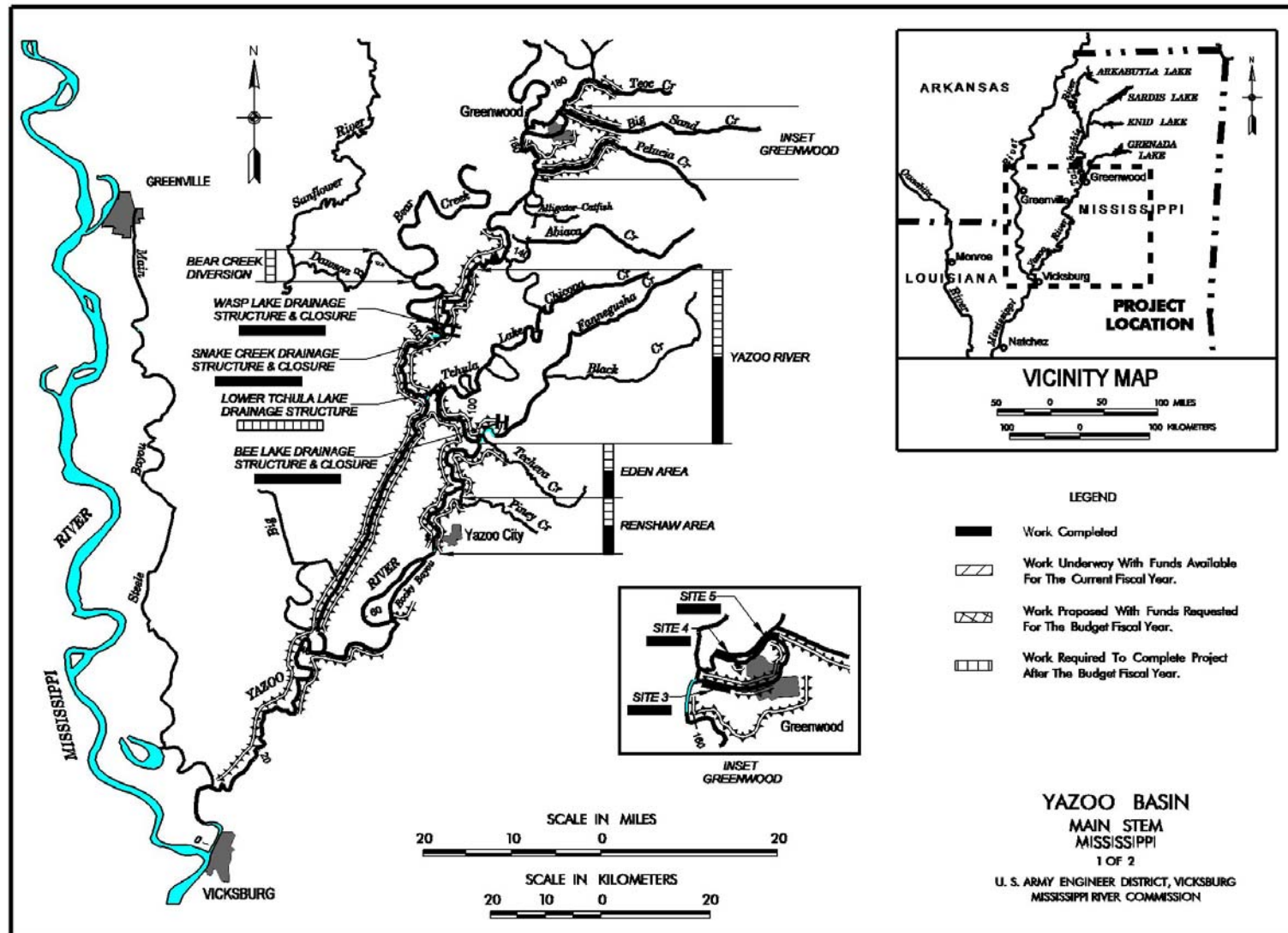
Project Unit	Date
Upper Yazoo Projects	Supplement No. 1 to FEIS, 25 Feb 1994
Main Stem	FEIS, 29 Dec 1975
Big Sunflower (Upper Steele Bayou)	Supplement No. 1 to FEIS, 26 Feb 1993
Yazoo Backwater	Draft Supplement No. 1 to FEIS, Sep 2000
Tributaries	FEIS, 16 Jan 1976 ¹
Demonstration Erosion Control Project ²	
Hickahala-Senatobia Creeks Watershed	FEIS, Jul 1992
Abiaca Creek Watershed	FEIS, Jul 1993
Coldwater River Watershed	FEIS, Apr 1996
Yalobusha River Watershed	Draft EIS, Oct 2001

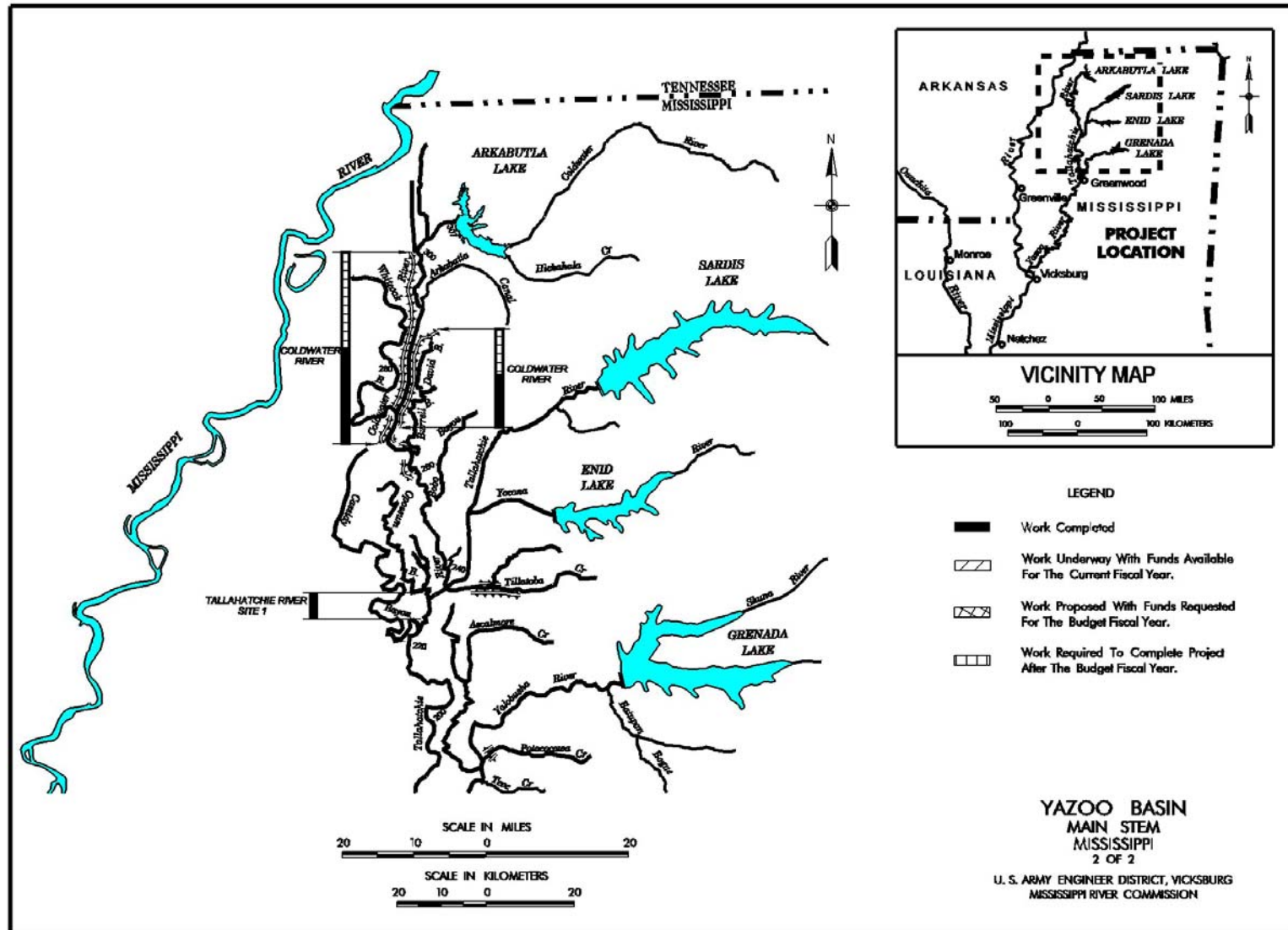
OTHER INFORMATION: Funds to initiate construction were appropriated in FY 1936.

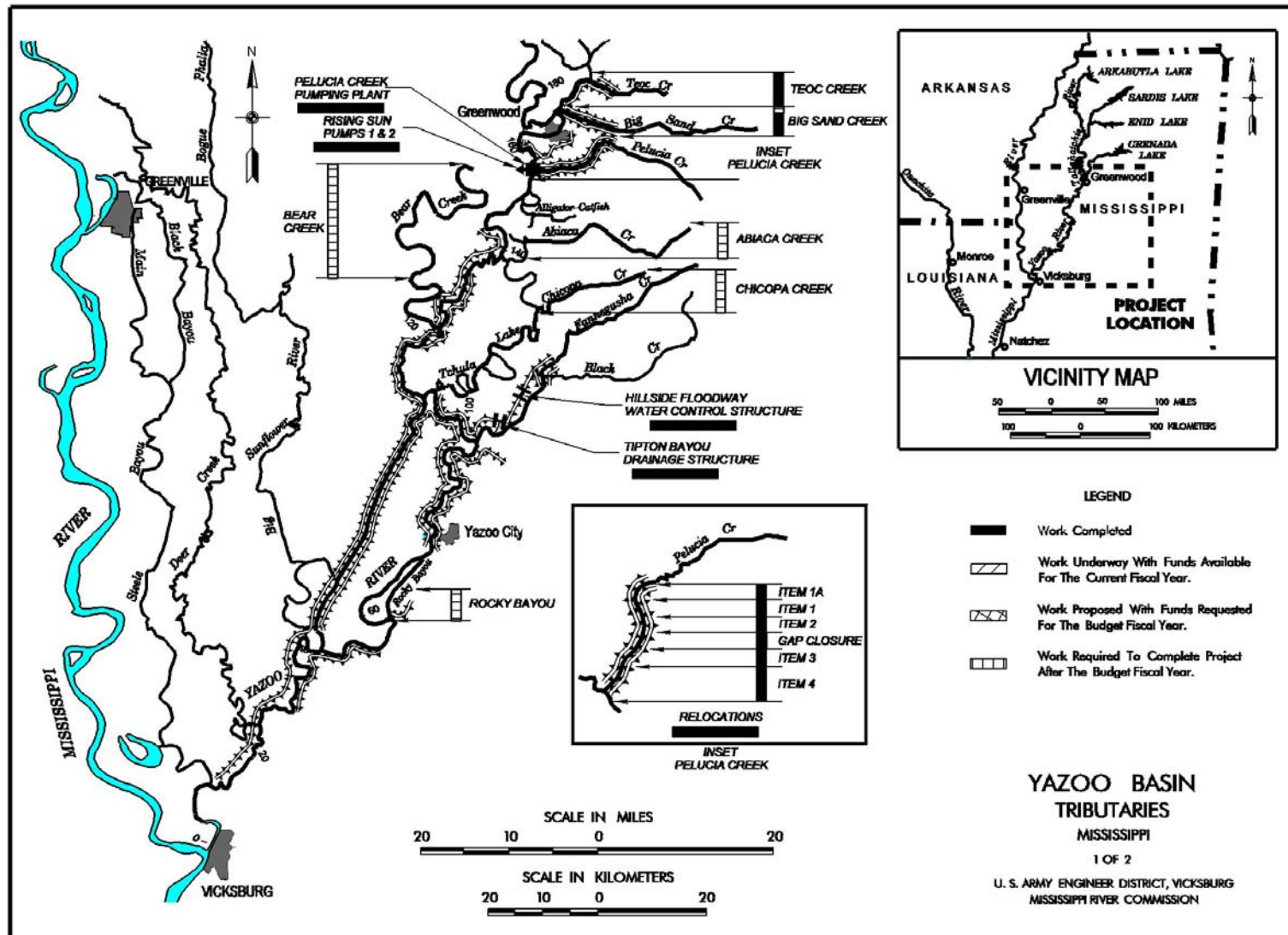
¹ A Supplemental EIS covering the Tributaries portion of the Yazoo Basin projects will be prepared subsequent to construction advancement of the Upper Yazoo Projects.

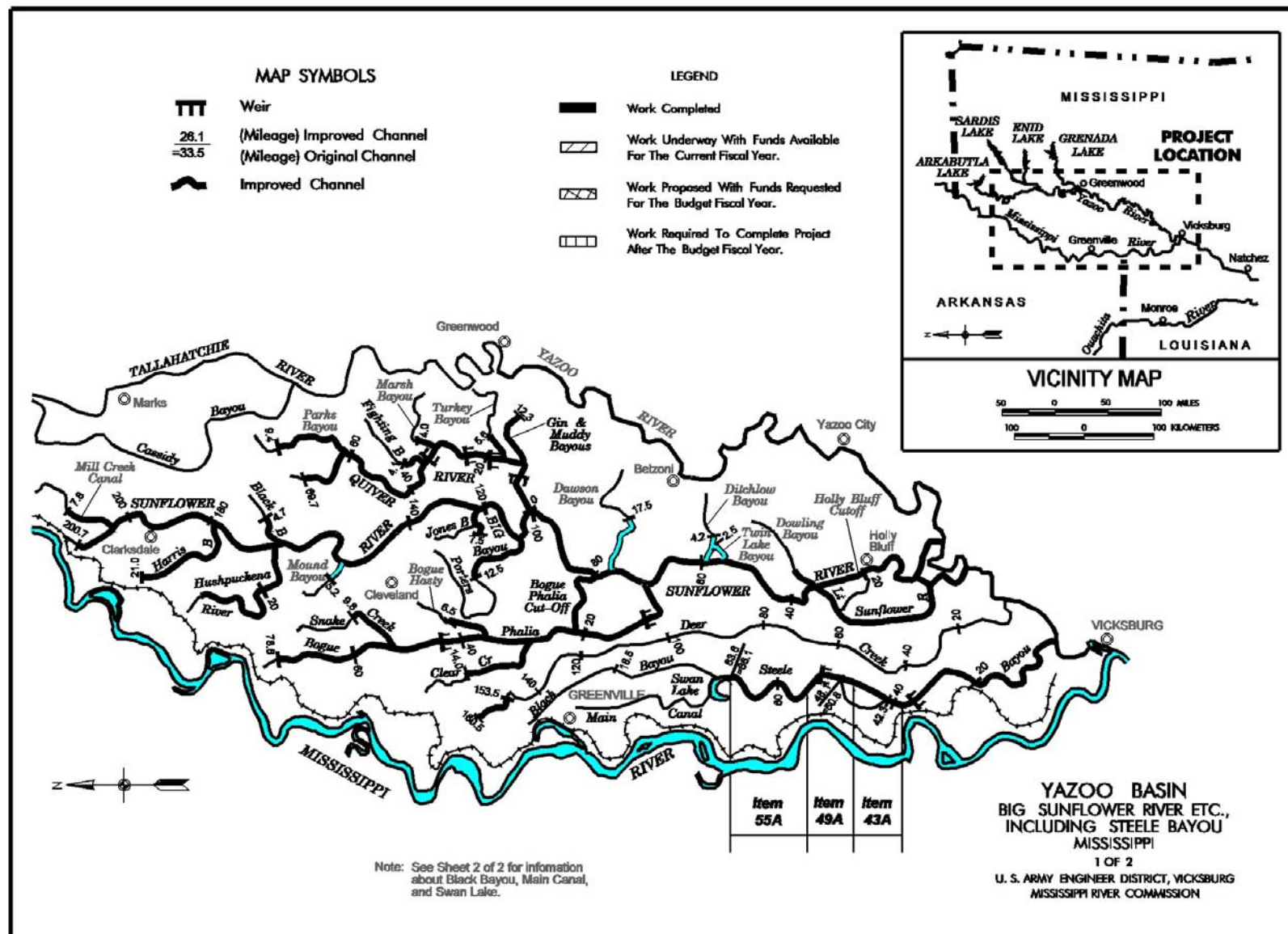
² General structural measures (e.g., bank stabilization and grade control structures) being employed in the overall DEC project have been covered by environmental assessments.

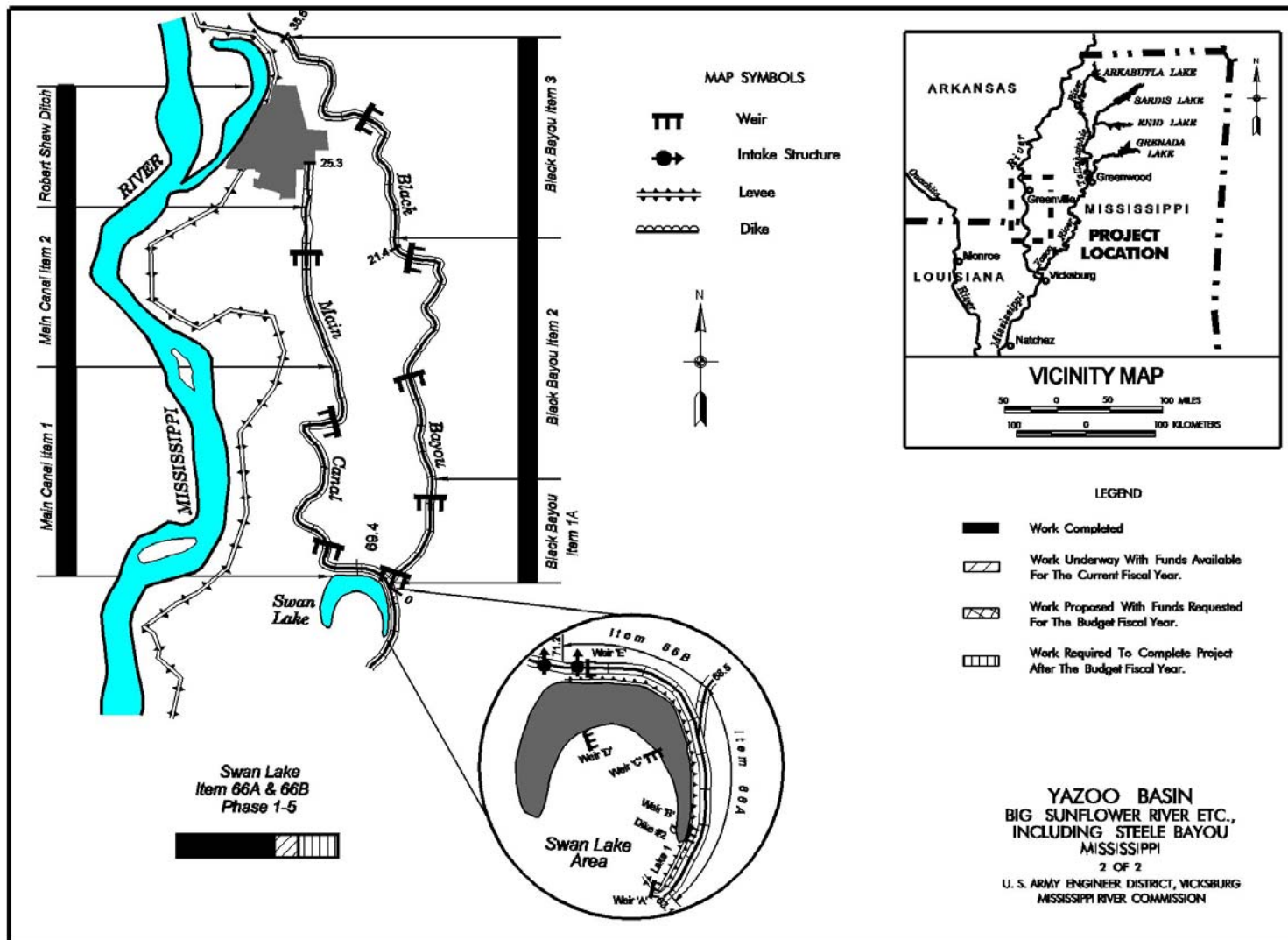


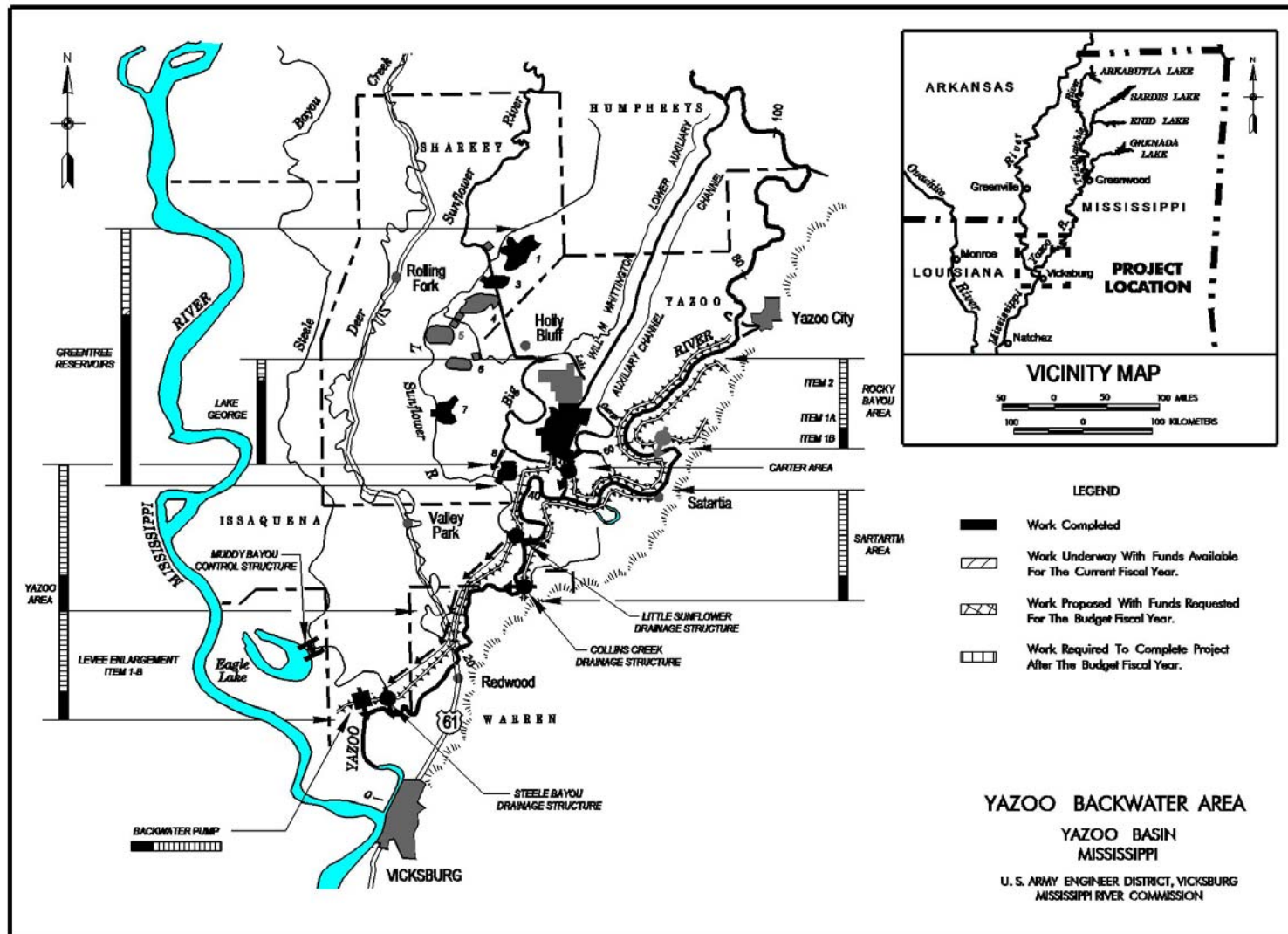


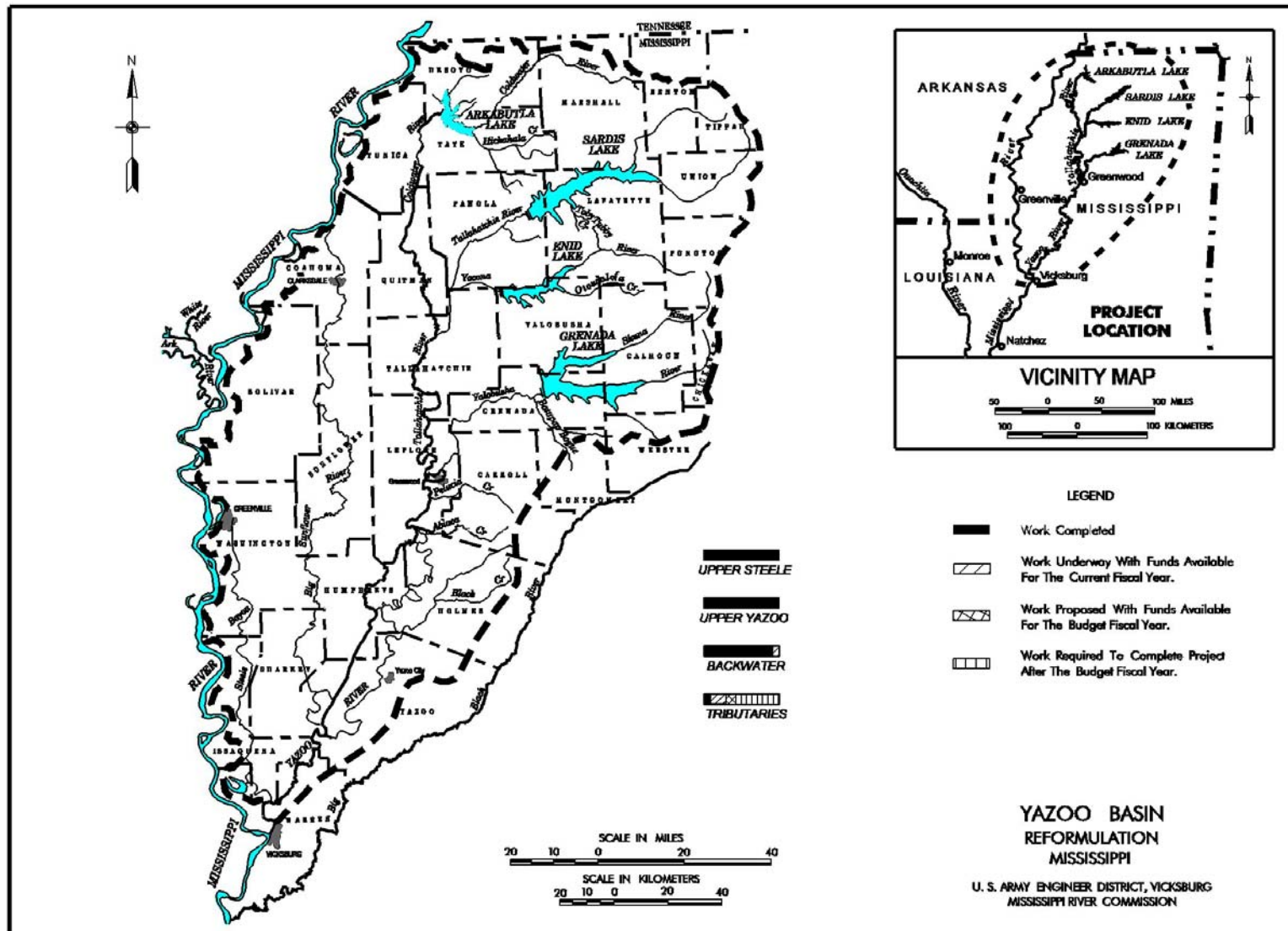












APPROPRIATION TITLE: Flood Control, Mississippi River and Tributaries, AR, IL, KY, LA, MS, MO and TN - Construction

PROJECT: Nonconnah Creek, Tennessee and Mississippi (Continuing)

LOCATION: The Nonconnah Creek Basin is located in portions of Shelby and Fayette Counties in southwest Tennessee and extends into DeSoto and Marshall Counties in northwest Mississippi. Approximately half of the City of Memphis, Tennessee, is located within the drainage area.

DESCRIPTION: There are five elements to this project. The Flood Control Element consists of 7.7 miles of channel enlargement and 10.5 miles of channel clearing. The Environmental Element consists of 0.8 mile of nature trails and a 33-acre nature area. The Recreational Element consists of 8.8 miles of hiking/biking trails. The Flood Control Extension will extend the area protected by the flood control element upstream approximately 5 miles to Reynolds Road. The Recreation Extension would extend this element from 8.8 miles to 27 miles of hiking/biking trails. Both the extension elements are authorized if the Secretary determines that they are technically sound, environmentally acceptable, and economically justified. A reevaluation of these extensions is being performed to determine their feasibility.

AUTHORIZATION: Section 401 of the Water Resources Development Act of 1986 and Section 541 of the Water Resources Development Act of 2000.

REMAINING BENEFIT-REMAINING COST RATIO: 7.5 to 1 at 8-7/8 percent (Flood Control Element only).

TOTAL BENEFIT-COST RATIO: 0.94 to 1 at 8-7/8 percent

INITIAL BENEFIT-COST RATIO: 1.4 to 1 at 8-7/8 percent (FY 1990).

BASIS OF BENEFIT-COST RATIO: Benefits are from the latest available evaluation approved in December 1990 at 1988 price levels.

SUMMARIZED FINANCIAL DATA			STATUS (1 January 2003)	PCT CMPL	PHYSICAL COMPLETION SCHEDULE
Estimated Federal Cost		\$22,100,000	Flood Control Element	TBD	TBD
Programmed Construction	TBD		Environmental Element	TBD	TBD
Unprogrammed Construction	TBD		Recreation Element	TBD	TBD
			Flood Control Extension	TBD	TBD
Estimated Non-Federal Cost		\$ 7,575,000	Recreation Extension	TBD	TBD
Programmed Construction	TBD		Entire Project	TBD	TBD
Cash Contributions	TBD				
Other Costs	TBD				
Estimated Non-Federal Cost					
Unprogrammed Construction	TBD				
Cash contributions	TBD				
Other Costs	TBD				

Mississippi River Commission

Memphis District

Nonconnah Creek, Tennessee and Mississippi

3 February 2003

341

SUMMARIZED FINANCIAL DATA (CONT)

		ACCUM PCT OF EST FED COST	PHYSICAL DATA
Total Estimated Programmed Construction Cost	TBD		
Total Estimated Unprogrammed Construction Cost	TBD		
Total Estimated Project Cost	\$29,675,000		Lands and Damages:
			Flood Control, 600 acres
			F&WL Enhancement, 33 acres
Allocations to 30 September 2002	\$16,058,000		Relocations:
Conference Allowance for FY 2003	TBD		Roads, 1 bridge
Allocation for FY 2003	TBD		Utilities, 36 facilities
Allocations through FY 2003	TBD	TBD	Channels:
Allocation Requested for FY 2004	2,618,000	TBD	Enlargement, 7.7 miles
Programmed Balance to Complete After FY 2004	TBD		Vegetation Clearing, 15.5 miles
Unprogrammed Balance to Complete After FY 2004	TBD		Recreation:
			Bike/Hike Trails, 27 miles
			Nature Trails, 0.8 miles

JUSTIFICATION: Flood protection is needed for 7,400 homes, businesses, and public buildings on 12,000 acres of urban and urbanizing lands located within the Nonconnah Creek flood plain inundated by the Standard Project Flood. The present value of these properties subject to flood damage is equal to \$1,851,372 (2002 price levels). Major floods occurred in the basin on 21 November 1934, when 10.48 inches of rain fell in 24 hours, and on 9 May 1958, when 4.76 inches of rain fell in approximately eight hours. The most recent significant flood occurred on 3 December 1978, when 4.9 inches were recorded at the Memphis International Airport. The 1978 storm appears to be between the 5-year and 10-year frequency events. Under present day conditions, the 1934 and 1958 flood levels would cause considerably higher damages due to increased urbanization. When completed, the Nonconnah Creek project will prevent approximately \$522,441,000 (2002 price levels) in flood damages during the Standard Project Flood. Feasibility level investigations being conducted indicate that a flood control element is feasible for the extension. Remaining average annual benefits (1987 price levels) are as follows:

Annual Benefits	Amount
Flood Damage Prevention	\$ 1,923,000
Other Flood Control Benefits	203,000
Extensions	TBD
Total	\$ 2,126,000

FISCAL YEAR 2004: The requested amount will be applied as follows:

Complete:	
Item 2, Phase 1, Channel Improvement	\$ 2,240,000
Lands and Damages (Flood Control)	8,000
Planning, Engineering and Design (Flood Control)	112,000
Planning, Engineering and Design (Extensions)	118,000
Supervision and Administration (Flood Control)	140,000
Total	\$ 2,618,000

NON-FEDERAL COST: In accordance with the cost sharing and financial concepts reflected in the Water Resources Development Acts of 1986 and 1996, the non-Federal sponsor must comply with the requirements listed below:

Requirements of Local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation and Replacement Costs
Flood Control Element		
Provide lands, easements, rights-of-way, and dredged material disposal areas	\$2,295,000	
Modify or relocate buildings utilities, roads, bridges (except railroad bridges) and other facilities where necessary in the construction of the project	2,855,000	
Pay not less than 5 percent of the cost allocated to flood control to bring the total non-Federal share to 25 percent; and bear all costs of operation, maintenance repair, rehabilitation, and replacement of flood control facilities.	1,710,000	\$ 25,000
Environmental Element		
Provide lands, easements, rights-of-way, and dredged material disposal areas	68,000	

	Payments During Construction and Reimbursements	Annual Operation, Maintenance, Repair, Rehabilitation and Replacement Costs
Requirements of Local Cooperation		
Recreation Element		
Provide lands, easements, rights-of-way, and dredged material disposal areas	\$ 32,000	
Pay one-half of the separable costs allocated to recreation and bear all costs of operation, maintenance, rehabilitation and replacement of recreation facilities.	340,000	\$14,200
Flood Control and Recreation Extensions		
Pay 25 percent of costs associated with the reevaluation, to be adjusted to project cost-sharing during construction.	275,000	---
Total Non-Federal Costs	\$7,575,000	\$39,200

STATUS OF LOCAL COOPERATION: The Local Cooperation Agreement for the flood control feature was executed on 23 July 1990 with the City of Memphis, Tennessee, serving as the local sponsor. The City of Memphis has reviewed a draft amendment to the cost-sharing agreement to add the authorized recreation and environmental enhancement features and is ready to execute an agreement. The city has provided letters stating financial and legal capabilities to sponsor these features. The city has also agreed to make all required payments concurrently with project construction. In addition, a cost-sharing agreement to perform the reevaluation of the flood control and the recreation extensions was signed on 16 January 2002 with officials from Shelby County, Tennessee, the local sponsors for the extensions.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal cost estimate of \$22,100,000 is an increase of \$3,125,000 from the latest estimate (\$18,975,000) presented to Congress (FY 2003). This change includes the following items:

Item	Amount
Price Escalation on Construction Features	\$ 187,000
Post Contract Award and Other Estimating Adjustments	2,479,000
Price Escalation on Real Estate	9,000
Authorized Modifications	450,000
Total	\$ 3,125,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The final supplemental environmental impact statement was filed with the Environmental Protection Agency on 22 July 1982. Environmental assessments were made during Phase II General Design Memorandum studies, and changes were not of significant magnitude to warrant modifying the project impact statement.

OTHER INFORMATION: Funds to initiate preconstruction engineering and design were appropriated in FY 1986, and funds to initiate construction were appropriated in FY 1990. Completion of the reevaluation of the flood control and recreation extensions is to be determined.

Flood Control Element

SUMMARIZED FINANCIAL DATA:

Estimated Federal Cost		\$ 20,700,000
Estimated Non-Federal Cost		6,860,000
Cash Contributions	\$ 1,710,000	
Others Costs	5,150,000	
Total Estimated Project Cost		\$ 27,560,000

REMAINING BENEFIT-REMAINING COST RATIO: 4.8 to 1 at 8-7/8 percent

TOTAL BENEFIT-COST RATIO: 0.94 to 1 at 8-7/8 percent

Environmental Element

SUMMARIZED FINANCIAL DATA :

Estimated Federal Cost		\$ 203,000
Estimated Non-Federal Cost		68,000
Cash Contributions	\$ 0	
Others Costs	68,000	
Total Estimated Project Cost		\$ 271,000

Recreation Element

SUMMARIZED FINANCIAL DATA :

Estimated Federal Cost		\$ 372,000
Estimated Non-Federal Cost		372,000
Cash Contributions	\$ 0	
Others Costs	372,000	
Total Estimated Project Cost		\$ 744,000

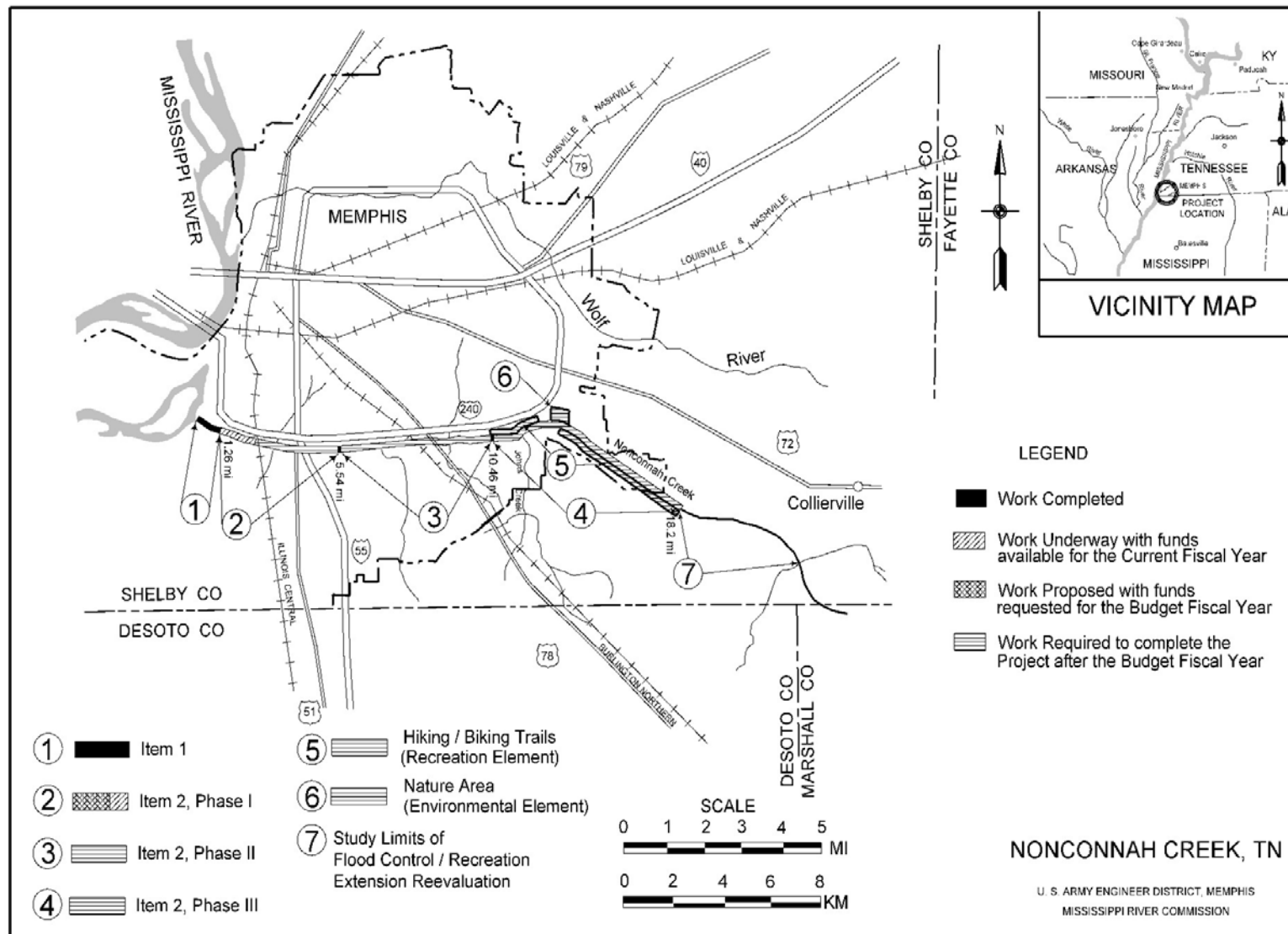
Flood Control and Recreation Extensions

SUMMARIZED FINANCIAL DATA :

Estimated Federal Cost		\$ 825,000
Estimated Non-Federal Cost		275,000
Cash Contributions	\$ 275,000	
Others Costs	0	
Total Estimated Project Cost		\$ 1,100,000

REMAINING BENEFIT-REMAINING COST RATIO: TBD

TOTAL BENEFIT-COST RATIO: TBD



MISSISSIPPI RIVER COMMISSION
JUSTIFICATION OF ESTIMATE

APPROPRIATION TITLE: Flood Control, Mississippi River and Tributaries, AR, IL, KY, LA, MS, MO and TN, Maintenance, FY 2004

The request of \$159,000,000 provides for the day-to-day operation and ordinary maintenance, repair, and dredging activities in the Mississippi River and Tributaries Program. It also consists of the revision and publication of alluvial valley maps and navigation charts. The fund requirements are based upon the normal recurring annual expenses determined from experience records during the past years, and the repair and dredging work necessary to maintain the projects in operable condition.

<u>STATE</u>	<u>ESTIMATED OBLIGATIONS</u>		<u>Reason for Change and Major Maintenance Items</u>
	<u>FY 2003 (\$)</u>	<u>FY 2004 (\$)</u>	
<u>Project Name</u>	Total (Operations) (Maintenance)	Total (Operations) (Maintenance)	1. Reasons for Change in Operations from FY 2003 and FY 2004 (10%+/-_). 2. Major Maintenance Items Budgeted in FY 2004 (Threshold \$500,000)
Facility Protection, AR, MO, LA, MS	1,000,000 (1,000,000) (0)	0 (0) (0)	1. Funded under O&M, General. 2. None.
Mississippi River Levees, AR, IL, KY, LA MS, MO, & TN	7,185,000 (1,680,000) (5,505,000)	6,340,000 (1,222,000) (5,118,000)	1. Variation in Levee Inspections. 2. Repair Mounds Creek, IL culvert.
Bonnet Carre, LA	3,105,000 (1,473,000) (1,632,000)	1,975,000 (1,325,000) (650,000)	1. None. 2. Install new gates.
Mississippi Delta Region Caernarvon, LA	860,000 (860,000) (0)	910,000 (875,000) (35,000)	1. None. 2. Variation in Real Estate activities.
Revetments and Dikes	48,465,000 (1,775,000) (46,690,000)	50,358,000 (2,645,000) (47,713,000)	1. Variation in survey and inspection activities. 2. Repairs to revetments and dikes.
Dredging	18,000,000 (3,640,000) (14,360,000)	19,330,000 (4,331,000) (14,999,000)	1. Variation in survey and inspection activities. 2. Dredging.

MISSISSIPPI RIVER COMMISSION
JUSTIFICATION OF ESTIMATE

APPROPRIATION TITLE: Flood Control, Mississippi River and Tributaries, AR, IL, KY, LA, MS, MO and TN, Maintenance, FY 2004

STATE	ESTIMATED OBLIGATIONS		Reason for Change and Major Maintenance Items
	FY 2003 (\$)	FY 2004 (\$)	1. Reasons for Change in Operations from FY 2003 and FY 2004 (10%+/-_).
Project Name	Total (Operations) (Maintenance)	Total (Operations) (Maintenance)	2. Major Maintenance Items Budgeted in FY 2004 (Threshold \$500,000)
Memphis Harbor (McKellar Lake), TN	1,750,000 (85,000) (1,665,000)	1,010,000 (81,000) (929,000)	1. None. 2. Dredging.
Greenville Harbor, MS	340,000 (20,000) (320,000)	30,000 (30,000) (0)	1. Variation in survey requirements. 2. None.
Helena Harbor, AR	490,000 (42,000) (448,000)	370,000 (41,000) (329,000)	1. None. 2. None.
Vicksburg Harbor, MS	330,000 (25,000) (305,000)	35,000 (35,000) (0)	1. Variation in survey requirements. 2. None.
Baton Rouge Harbor (Devil's Swamp), LA	210,000 (12,000) (198,000)	15,000 (15,000) (0)	1. Variation in survey requirements. 2. None.
Mapping	1,170,000	1,235,000	
Arkansas	(320,000)	(306,000)	1. None.
Illinois	(9,000)	(9,000)	1. None.
Kentucky	(23,000)	(25,000)	1. None.
Louisiana	(478,000)	(562,000)	1. None.
Missouri	(42,000)	(42,000)	1. None.
Mississippi	(238,000)	(230,000)	1. None.
Tennessee	(60,000)	(61,000)	1. None.

MISSISSIPPI RIVER COMMISSION
JUSTIFICATION OF ESTIMATE

APPROPRIATION TITLE: Flood Control, Mississippi River and Tributaries, AR, IL, KY, LA, MS, MO and TN, Maintenance, FY 2004

<u>STATE</u>	<u>ESTIMATED OBLIGATIONS</u>		<u>Reason for Change and Major Maintenance Items</u>
	<u>FY 2003 (\$)</u>	<u>FY 2004 (\$)</u>	1. Reasons for Change in Operations from FY 2003 and FY 2004 (10%+/-_).
<u>Project Name</u>	Total (Operations) (Maintenance)	Total (Operations) (Maintenance)	2. Major Maintenance Items Budgeted in FY 2004 (Threshold \$500,000)
St. Francis Basin, AR & MO Wappapello Lake, MO	6,730,000 (3,540,000) (3,190,000)	4,265,000 (3,654,000) (611,000)	1. None. 2. None.
St. Francis River & Tributaries, AR & MO	10,580,000 (3,499,000) (7,081,000)	7,505,000 (3,350,000) (4,155,000)	1. None. 2. None.
White River Backwater, AR	1,250,000 (905,000) (345,000)	1,290,000 (928,000) (362,000)	1. None. 2. None.
Lower Arkansas River, AR North Bank	105,000 (0) (105,000)	105,000 (0) (105,000)	1. None. 2. None.
South Bank	135,000 (30,000) (105,000)	135,000 (30,000) (105,000)	1. None. 2. None.
Tensas Basin, AR & LA Boeuf and Tensas Rivers	2,463,000 (2,463,000) (0)	2,400,000 (2,400,000) (0)	1. None. 2. None.
Red River Backwater	3,145,000 (3,143,000) (2,000)	3,425,000 (3,420,000) (5,000)	1. None. 2. None.

MISSISSIPPI RIVER COMMISSION
JUSTIFICATION OF ESTIMATE

APPROPRIATION TITLE: Flood Control, Mississippi River and Tributaries, AR, IL, KY, LA, MS, MO and TN, Maintenance, FY 2004

<u>STATE</u>	<u>ESTIMATED OBLIGATIONS</u>		<u>Reason for Change and Major Maintenance Items</u>
	<u>FY 2003 (\$)</u>	<u>FY 2004 (\$)</u>	1. Reasons for Change in Operations from FY 2003 and FY 2004 (10%+/-_).
<u>Project Name</u>	Total (Operations) (Maintenance)	Total (Operations) (Maintenance)	2. Major Maintenance Items Budgeted in FY 2004 (Threshold \$500,000)
Yazoo Basin, MS			
Sardis Lake	5,909,000 (5,888,000) (17,000)	8,630,000 (5,905,000) (2,725,000)	1. None. 2. Replace riprap on dam face.
Arkabutla Lake	5,380,000 (5,373,000) (7,000)	6,300,000 (5,625,000) (675,000)	1. None. 2. Replace riprap on dam face.
Enid Lake	4,920,000 (4,795,000) (125,000)	5,505,000 (5,445,000) (60,000)	1. Increased contract cost for operations. 2. None.
Grenada Lake	5,700,000 (5,655,000) (45,000)	6,170,000 (5,900,000) (270,000)	1. None. 2. None.
Greenwood	825,000 (825,000) (0)	650,000 (650,000) (0)	1. Variation in pumping plant operations. 2. None.
Yazoo City	805,000 (805,000) (0)	810,000 (810,000) (0)	1. None. 2. None.
Main Stem	1,265,000 (1,258,000) (7,000)	1,480,000 (1,475,000) (5,000)	1. Increased operational costs. 2. None.

MISSISSIPPI RIVER COMMISSION
JUSTIFICATION OF ESTIMATE

APPROPRIATION TITLE: Flood Control, Mississippi River and Tributaries, AR, IL, KY, LA, MS, MO and TN, Maintenance, FY 2004

<u>STATE</u>	<u>ESTIMATED OBLIGATIONS</u>		<u>Reason for Change and Major Maintenance Items</u>
	<u>FY 2003 (\$)</u>	<u>FY 2004 (\$)</u>	1. Reasons for Change in Operations from FY 2003 and FY 2004 (10%+/-_).
<u>Project Name</u>	Total (Operations) (Maintenance)	Total (Operations) (Maintenance)	2. Major Maintenance Items Budgeted in FY 2004 (Threshold \$500,000)
Tributaries	1,265,000 (1,260,000) (5,000)	1,135,000 (1,130,000) (5,000)	1. None. 2. None.
Will M. Whittington Auxiliary Channel	450,000 (448,000) (2,000)	470,000 (465,000) (5,000)	1. None. 2. None.
Big Sunflower	115,000 (115,000) (0)	170,000 (170,000) (0)	1. Variation in operation activities. 2. None.
Yazoo Backwater	280,000 (280,000) (0)	730,000 (730,000) (0)	1. Variation in operations activities. 2. None.
Old River, LA	11,520,000 (3,950,000) (7,570,000)	9,915,000 (4,199,000) (5,716,000)	1. None. 2. Install new miter gates.
Atchafalaya Basin, LA	12,512,000 (5,811,000) (6,701,000)	13,335,000 (6,398,000) (6,937,000)	1. Variation in operations activities. 2. Dredging and Revetment.
Lower Red River, LA	125,000 (63,000) (62,000)	2,207,000 (40,000) (2,167,000)	1. Variation in scheduled periodic inspections. 2. Repairs to Bayou Rapides structure.

MISSISSIPPI RIVER COMMISSION
JUSTIFICATION OF ESTIMATE

APPROPRIATION TITLE: Flood Control, Mississippi River and Tributaries, AR, IL, KY, LA, MS, MO and TN, Maintenance, FY 2004

STATE	ESTIMATED OBLIGATIONS		Reason for Change and Major Maintenance Items
	FY 2003 (\$)	FY 2004 (\$)	1. Reasons for Change in Operations from FY 2003 and FY 2004 (10%+/-_).
Project Name	Total (Operations) (Maintenance)	Total (Operations) (Maintenance)	2. Major Maintenance Items Budgeted in FY 2004 (Threshold \$500,000)
Bayou Cocodrie & Tributaries, LA	75,000 (75,000) (0)	85,000 (85,000) (0)	1. Variation in operations activities. 2. None.
Atchafalaya Basin Floodway System, LA	2,095,000 (1,611,000) (484,000)	2,450,000 (1,530,000) (920,000)	1. None. 2. None.
Inspection of Completed Works	1,585,000	1,665,000	
Arkansas	(441,000)	(466,000)	1. None.
Illinois	(50,000)	(50,000)	1. None.
Kentucky	(35,000)	(35,000)	1. None.
Louisiana	(510,000)	(550,000)	1. None.
Missouri	(167,000)	(167,000)	1. None.
Mississippi	(286,000)	(296,000)	1. None.
Tennessee	(96,000)	(101,000)	1. None.
TOTAL	162,135,000 (65,159,000) (96,967,000)	162,440,000 (67,839,000) (94,601,000)	